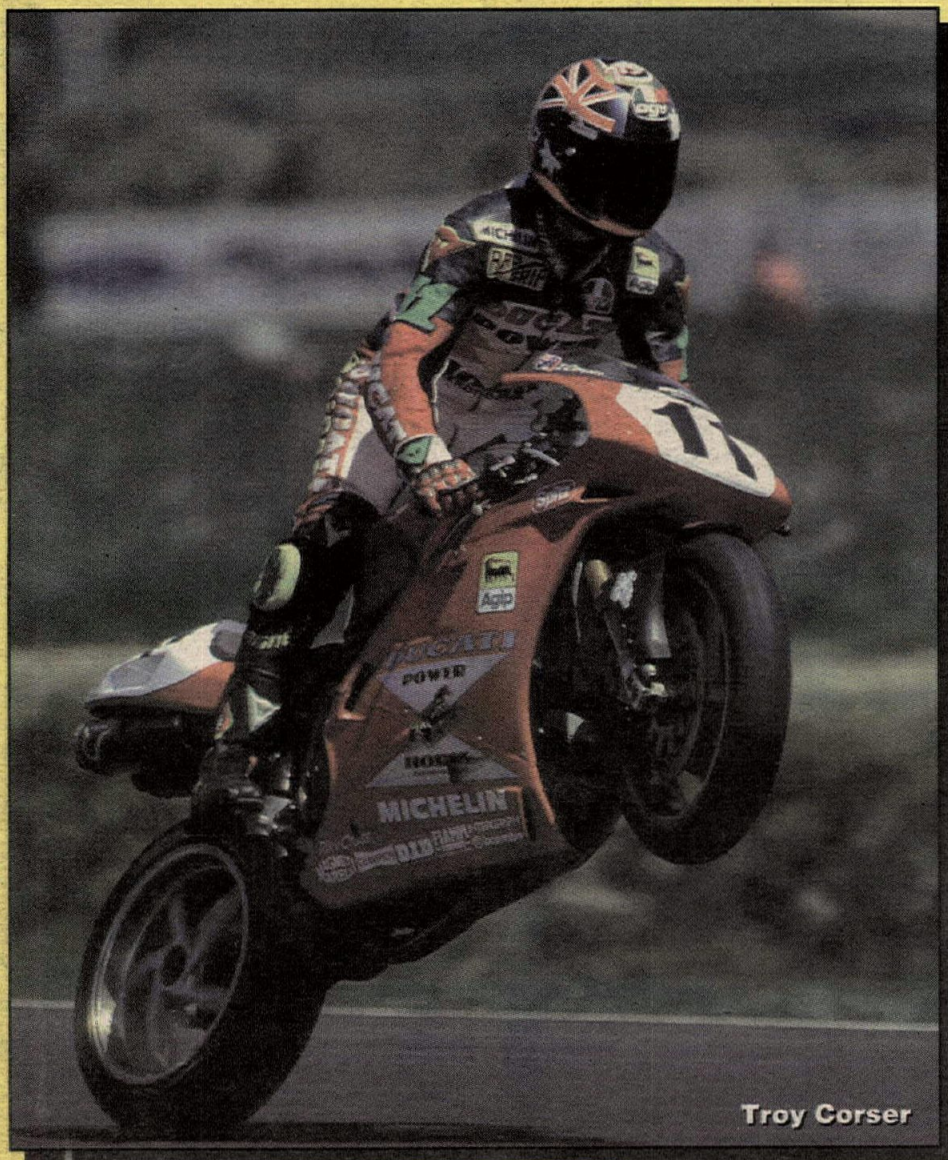


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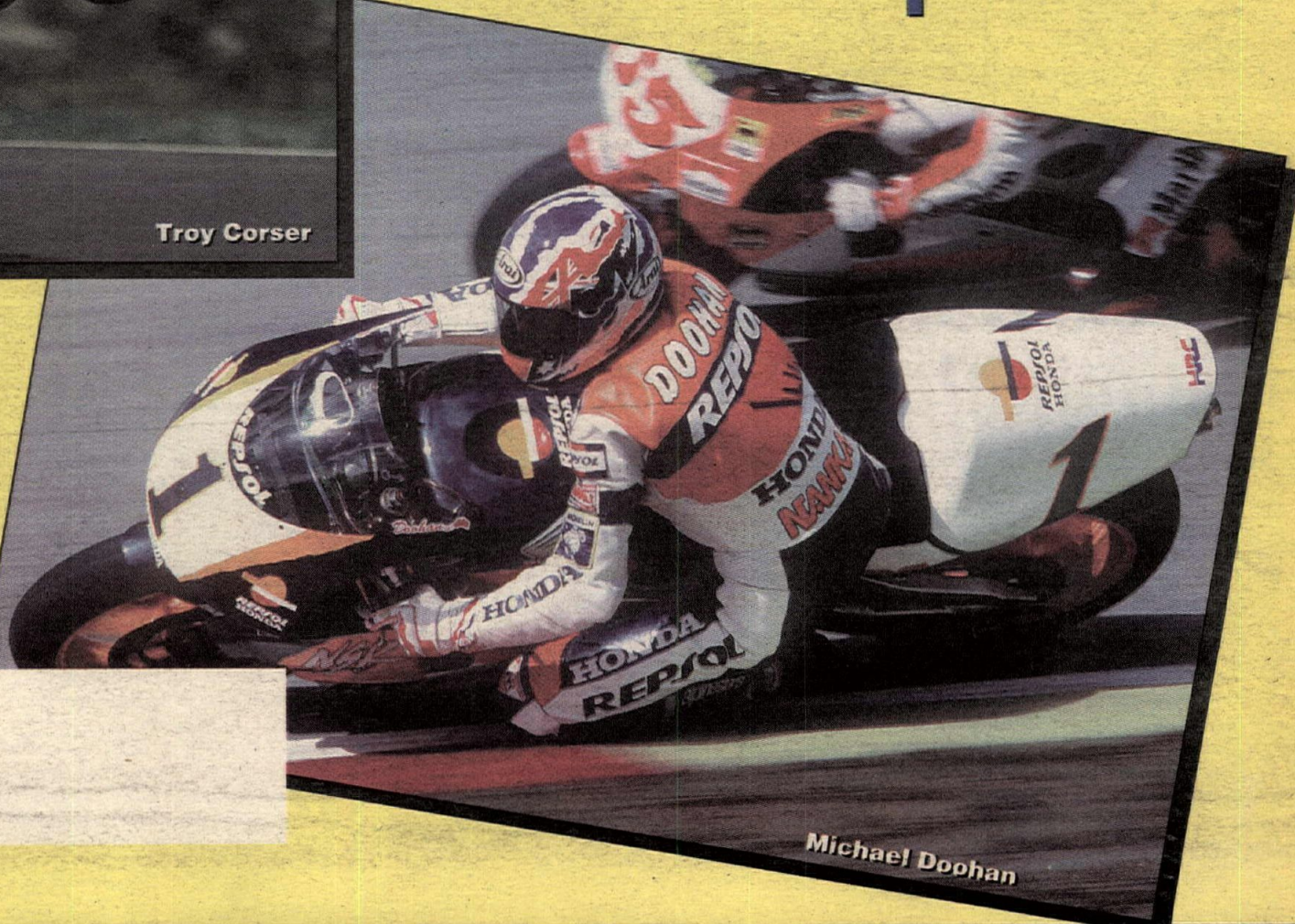
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Troy Corser

DOOHAN IT RIGHT

Talking with the champ
and riding his NSR500



Michael Doohan



TEST: 1996
Honda CR250
COMPARISON:
Honda ST1100 vs
BMW R1100 RT



WORLD SUPERBIKE CHAMPIONSHIP

Corser, Gobert tame Phillip Island

TIME DATED MATERIAL
MAILED OCTOBER 31, 1995

Scott Plessinger (KTM) successfully retained his number-one plate in the AMA Grand National Cross Country Series by out-dueling former champ **Scott Summers** (Hon) at the final event of the year in Crawfordsville, Indiana, October 29. The series title came down to the wire, as Plessinger and Summers fought a winner-take-all battle. When it was over, Plessinger crossed the finish line with approximately a minute to spare over runner-up Summers. Finishing third was **Duane Conner** (Yam). Rounding out the top five were **Tom Norton** (Yam) and Doug Blackwell (Yam).

Heath Voss (Hon) was the top Pro-class finisher at the inaugural NMA Branson USA Amateur National, held October 27-29 in Branson Missouri. Voss swept the 125 and 250cc Pro classes. **Justin Buckelew** (Yam) decimated the mini-bike classes, winning the 12- to 13-year-old Stock and Modified classes, as well as the Supermini class. Nearly 700 entrants from 26 states showed up for the inaugural event.

Toby Jorgenson topped **Rod Spencer** and **Paul Iwanaga** in the A class at the Annual 100cc National, held October 29 at the famous Lodi Cycle Bowl in Lodi, California. **Frank Nye** topped Iwanaga and **Dominic Demario** in the Adult A class.

According to sources in Europe, Italian **Doriano Romboni** has signed a contract to race Aprilia's 400cc V-twin in the 1996 500cc World Championship. Reports indicate that the contract is for two years, with Romboni taking over Max Biaggi's 250cc Aprilia if the two-time World Champion moves to the 500cc class in 1997. Italian Loris Reggiani rode the 400cc Aprilia in this year's 500cc World Championship while Romboni rode in the 250cc class for Team Honda Agostini.

It's official. Two-time 125cc National MX Champion **Doug Henry** has come to an agreement with Team Yamaha. The former Team Honda rider will campaign the U.S. Supercross Series (250cc) as well as the 250cc outdoor National Motocross Series. His tuner, **Pete Steinbrecher**, will also jump ship and continue to turn wrenches on Henry's Yamaha YZ250.

And what about **Damon Bradshaw**? Despite the fact Bradshaw attended a Yamaha-organized press event in River-

side, California, to announce the company's official motocross, road race and off-road race teams for the 1996 season, the long-time Yamaha factory-backed rider has yet to sign on the dotted line. Rumor has it that Bradshaw is also negotiating with Team Honda. But, according to Team Yamaha's race team manager, Keith McCarty, "I'm confident Damon will sign with us. We've given him a proposal and the last time we spoke, things sounded pretty good." As for Bradshaw speaking with Honda, McCarty said: "I really don't know anything about that, but I wouldn't be surprised if Dave Stephenson (Bradshaw's manager) has talked to them. After all, that is his job, and I wouldn't be offended if he had."

And speaking of **Damon Bradshaw**, the North Carolinian will be out of action for a couple weeks. Bradshaw showed up at Carlsbad Raceway to compete in a Racing Enterprises Saturday MX race on October 28, and suffered a **dislocated right shoulder** in a second-moto crash. According to Keith McCarty, Bradshaw is expected to recover in time for the Osaka and Tokyo Supercrosses in November.

In the off-road department, Yamaha will again support former Grand National Cross Country Champion **Fred Andrews**, as well as **Tom Norton**. Yamaha is expected to sign one more off-road rider to its contingent but, as of yet, they are undecided as to who that rider will be. Andrews Racing will basically run Yamaha's off-road program.

Team Noleen/Sizzler/Xtreme will field two, instead of three, riders for 1996. The team will again be made up of **Larry Ward** and **Kyle Lewis**. Last year's third member **Larry Brooks** will compete on his newly formed Chaparral Cycle Supply Racing Team (Brooks, Pedro Gonzalez and Greg Schnell) based out of San Bernardino, California. Clark Jones, the founder of the Yamaha-backed Noleen's racing team, said: "It will be a little easier keeping track of two riders, and it will also cut down on expenses. But I'm glad Larry (Ward) and Kyle are back, and I'm happy for Brooks - now he'll know what it's like running a team. It's not easy."

The memory of five-time National Hare & Hound Champion **Danny Hamel** will race on into the 1996 National H&H Series, thanks to a donation by the Danny Hamel Foundation. The founda-

Injury forces Merkel into retirement

American Suzuki announced on October 24 that two-time World Champion **Fred Merkel** (right) will retire from motorcycle racing, due to the injuries he incurred in the final round of the AMA 750cc Supersport National Championship round at Firebird Raceway in Chandler, Arizona, on September 23.

Merkel crashed on the third lap of the 22-lap 750cc Supersport final at Firebird, striking a concrete wall on the exit of a fast right-hand corner. The Californian was airlifted to a hospital with broken ribs, a collapsed lung and a bruised heart. It later became known that Merkel had also incurred damage to his left arm as a result of the crash, and it is the arm injury that has forced him into retirement.

"I'm sorry that it turned out to be a race track that ended my career," Merkel said in a statement issued by Suzuki. "I would have preferred to have had the option to leave when I was ready to go instead of having the decision made for me. But I thank God that I was fortunate enough to be able to walk away from the crash. I am happy to have been able to finish my career on a Suzuki, and I will always remain a proud member of the Suzuki family."

Merkel won three straight AMA Superbike National Championships on factory Hondas in 1984, 1985 and 1986 and 19 AMA Superbike Nationals before heading to the World Superbike Championship. He found similar success in international racing, winning the inaugural World Superbike Championship in 1988 and following it up with a second title in 1989.



tion, which was set up in memory of Hamel who was killed in a racing accident at the start of the Baja 500, was designed to benefit up-and-coming racers. And benefit one it did, with the presentation of a brand-new Kawasaki KX500 just before the banner dropped for the final round of the series in Lucerne Valley, California, October 22. The KX500 - a replica of Hamel's own race bike - was presented to Tommy Roberts, a teen-aged racer who is starting to make a name for himself in the Southern California desert. Special thanks go to Hamel's sponsors and friends whose generosity helped to make the donation possible, including Kawasaki Team Green, Pro Circuit, IMS, Answer ProTaper, Acerbis, Scotts ZPerformance Products, Lanny Jay, Dave Pyle, Firehose Dave, and Danny's father, Roger Hamel.

On October 25 a federal jury in Santa Ana, California, convicted former supercross promoter **Michael F. Goodwin** and his ex-wife Diane Seidel Goodwin on charges that they lied to get bank loans to finance their business and to buy a yacht. Jurors deliberated for two and a half days before reaching guilty verdicts on 13 of 15 counts in U.S. District Court. Goodwin, 50, and Diane Seidel Goodwin will each face up to 29 years in prison when they are sentenced on February 26. Federal prosecutors said that from 1986 to 1988, Goodwin and Seidel filed loan applications with three banks but failed to disclose a \$500,000 debt as required by law. Two loans were for operating expenses for their business and one was for \$200,000 to help pay for the yacht.

Triumph Motorcycles America Ltd. has announced that it will revive the TransAtlantic Challenge Series - via a **Team Triumph USA vs. Team Triumph Great Britain** road race series. The match races will pit the two 12-man teams on identical Triumph 900cc Speed Triples. The three sprint races will be held at Donington Park in England on Monday, May 27, and Triumph America is planning to organize a second event to be held in the U.S. during

the summer of 1996. In addition, Triumph is sending three riders to represent America in the Mobil 1 Speed Triple Challenge which will be held in conjunction with the British Grand Prix on July 20-21, 1996.

According to a press release from **Formula USA**, a list of eligible equipment for the 1996 Formula USA Series is now being developed. The eligible equipment list will include motorcycles, suspension components and carburetors. The underlying intent, according to F-USA, is to allow only equipment that is readily available and affordable. "Formula USA has the closest racing of any major road racing series in America," said Doug Gonda, president of F-USA Ltd. "We need to keep the racing close for the fans. It is a concern with the series going to tracks like Daytona, Road America and Pocono, along with a large infusion of money in the series, that spending by our teams will escalate. An eligible equipment list will help keep close competition that Formula USA fans have come to expect." F-USA has already announced that they will no longer allow two-strokes to compete in the series, thus eliminating the Yamaha TZ250 which Rich Oliver raced to second in the championship in 1996.

The Grattan round of the **Sunoco Race Fuels F-USA Series** will be aired on November 2 while the Portland round will be aired on November 16, according to F-USA. The two races will be shown on Prime Sports. Check your local listings for air times.

The second round of the **ICE World Cup Speedway Series** will be held in the Arco Arena in Sacramento, California, on November 11. **John Grant** and **Charlie Venegas** are tied for the lead in the championship after the first round of the series in San Diego, California.

Friends of the late **Don Ramer** will have a dinner with his wife and son at Sandi's Restaurant in Alhambra, California, on December 2 at 7 p.m., the night before the Motorsports Display

Cycle News Rider of the Month: Paul Pinsonnault

Whether or not the AMA National Hillclimb Series is construed as one of the more obscure forms of motorcycle racing by those who would speculate about such things, it is hard to deny the fact that Paul Pinsonnault has been the undisputed "king of the hill" in the 540cc division. Pinsonnault carded the class win during the final round of the series at the Devil's Staircase in Oregon, Ohio, on October 8 to lock up his third consecutive National Championship, then backed it up with his fifth straight victory at the AMA All-Star Invitational in Jefferson, Pennsylvania, on October 15. Three successive National titles, five successive Invitational wins - and more importantly, two victories in the month of October - mark a dominant performance regardless of genre. Pinsonnault has earned Rider of the Month honors.



Day, which will be held at Hansen Dam in Sylmar. For more information, call Skip Van Leeuwen at 818/896-2200, or Pat Owens at 818/443-9630.

The FIM has announced that the 1996 Bol d'Or endurance race date has been changed to avoid a conflict with the Catalunyan Grand Prix. The Bol d'Or, which was originally scheduled for September 14-15, will now be held on September 21-22. In addition, the FIM also says that the endurance round scheduled for Assen in Holland will be run in two heats of eight hours each and that the 24 Hours of Le Mans will be run on April 6-7 - not April 13-14 as originally reported.

Grand Prix racing will return to Perris Raceway in Perris, California, on December 3 with the Prairie Dogs M/C running the race. According to the Prairie Dogs, the race will be held on a three-mile course and will last for 45

minutes. For more information, call Richard Noss at 714/964-9621.

Memorial services were held at Rose Hills in Whittier, California, on Monday, October 30 for Marilyn Oxley, 56, wife of International Speedway promoter Harry Oxley and mother of 1987 U.S. National Speedway Champion Brad Oxley, who died at her home in San Clemente, California, on Saturday, October 28. Mrs. Oxley had been a pillar at International Speedway from its inception in 1969. "Back in '69, my dad got this whole speedway thing rolling and my mom worked with him," Brad Oxley said. "We promoted three weekly tracks that spanned from Costa Mesa to Irwindale to Ventura. My dad was the one at all the tracks yelling at everybody and keeping the show going, but my mom was the one behind the scenes doing all the paperwork and making sure that everybody got paid. For the first 10 or 12 years she did it all by her-

Clash of (yesterday's) motocross titans

The 10th Annual White Bros. Vet World Championships will be held November 4-5 at San Bernardino, California's, Glen Helen Park. Like the Anaheim Supercross, the White Bros. race has become a social event of sorts, for racers of yesteryear and industry insiders as well. As they have each year, several past champions and factory riders will come out of "retirement" for the two-day event. Among the riders scheduled to compete in the premier Vet Pro class are former Supercross, 125, 250 and 500cc National Champion Jeff Ward, 1991 125cc National Champion Guy Cooper, defending Vet World Champion Doug Dubach, USGP winner Erik Kehoe, two-time 125cc National Champion Micky Dymond, 500cc GP winner Billy Liles and former Sound of Thunder MX and reigning Four-Stroke National Hare & Hound Champion Greg Zitterkopf.

A \$5000 purse will be up for grabs for the Vet Pros. Classes for riders of all skill levels, aged 30 through 60, will also be offered on both days of racing, and 25-year-old classes will be run on Saturday only. Sunday's premier Vet Pro motos will be run at 12:30 p.m. and 2:30 p.m.

American Suzuki is expected to display its not-yet-released 1996 RM250, as well as the company's all-new DR650 dual sport and RMX250 off-road bikes, and KTM Sport-motorcycles will have their full line of off-road machines on display, as well.

For more information contact Glen Helen Park at 909/880-3090 or White Bros. at 714/692-3404.



Past heroes on hand at last year's White Bros. Vet World Championships included (left to right) David Bailey, Richard Eierstadt, Gary Jones, Brad Lackey, Warren Reid, Chuck Sun, Rex Staten, Tommy Croft and Marty Smith.

PACE Supersports announces '96 Supercross schedule

Moments before this issue went to press Pace Supersports, the St. Petersburg, Florida-based promoters of the U.S. Supercross Series, faxed us this schedule of the 1996 supercross series. There are 15 events listed, the same number as last year's series, but there are two new venues - Charlotte Motor Speedway in Charlotte, North Carolina, and the Trans World Dome in St. Louis, Missouri. The final two events on the schedule are, as of yet, undecided.

The AMA could not be reached for comment.

January 13	Orlando, Florida	Citrus Bowl
January 20	Minneapolis, Minnesota	Metrodome
January 27	Anaheim, California	Anaheim Stadium
February 3	Seattle, Washington	Kingdome
February 10	San Diego, California	Jack Murphy Stadium
February 24	Atlanta, Georgia	Georgia Dome
March 9	Daytona Beach, Florida	Daytona International Speedway
March 16	Houston, Texas	Astrodome
March 23	Dallas, Texas	Texas Stadium
March 30	Indianapolis, Indiana	RCA Dome
April 13	Pontiac, Michigan	Silverdome
April 20	Charlotte, North Carolina	Charlotte Motor Speedway
May 18	St. Louis, Missouri	Trans World Dome
June 1	TBA	
June 8	TBA	

self, and it was all her work that made it successful. It wasn't until recently that she got my sister Laurie into it and stepped down. She really loved speedway, and she was a really big part of it in its heyday." Mrs. Oxley is survived by her husband Harry, son Brad, daughters Susan, Laurie and Robin, and six grandchildren. Cards and letters may be sent to International Speedway, P.O. Box 3334, San Clemente, CA 926762.

Due to overwhelming response, the travel package to the 1995 Macau Grand Prix has been sold out, according to Henry DeGouw. The race will be held on November 18-19.

It now appears certain that two-time World Superbike Champion Carl Fogarty will join the Castrol Honda team for the 1996 World Superbike Championship, leaving Ducati after winning his

two titles with the Italian manufacturer. Fogarty will join New Zealander Aaron Slight on the team. The signing of Fogarty is expected to be announced on November 1. Ducati is apparently trying to lure Brit Neil Hodgson to ride as the number one rider on the factory Ducati team, though Freddie Spencer has also been talked about as a replacement for the departed World Champion.

HIRED: Andy Saunders, as editor of Motorcycle Online. Saunders, a Cycle News contributor, was formerly employed as technical editor of Motorcyclist Magazine and editor of City Bike Magazine.

CORRECTION: Shane Clarke, who was listed as a no-show in our coverage of the NASB American Sportbike Series, actually crashed out of the race after the fourth restart when he was involved in a collision with Russell Katzenberger. **CM**

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National Headquarters

2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(310) 427-7433; (213) 636-8844.
FAX (310) 427-6685

Eastern Office

4188 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(404) 934-7850. FAX (404) 934-3112

e-mail

editor@cyclenews.com
subscribe@cyclenews.com
advertising@cyclenews.com

Internet

http://www.cyclenews.com

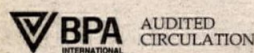
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VOICES

Letters to the editor

Hoy's hurt

During the National Hare-N-Hound in Reno, Nevada, on October 1, I suffered a tremendous high-speed accident while leading the race. As a result of that crash, I broke my neck. I broke the CS spinous process, and am extremely fortunate to be alive, let alone walking.

I wanted to write and thank everybody who was involved in the long process of transporting me to the hospital, as well as all the riders who stopped during the race to check up on me. It's a comforting feeling that there are still people who care about each other in this world.

My condition is great, and I should be back to normal in about eight weeks. I would also like to thank the people who came by the hospital to see me - it can get pretty lonely in those places. My special thanks to Jeff and Rhonda Alger at Team Honda for all their patience and time spent in getting me home on Monday. Thank you everybody.

Todd Hoy
Torrance, CA

Hale says...

The "source at American Honda" who reported to the media that Mike (Hale) had asked for a five-year, \$20-million contract is smokin' something. I never met a "Mr. Source." Martin Adams, Ray Blank and Gary Mathers were the gentlemen with whom I dealt. They will, I'm certain, substantiate the fact that no sum, of any size, was presented by me to them. We were, to everyone's dismay (ours and theirs), unable to reach an agreement because American Honda can only contract riders for participation in the U.S. Superbike Series. Honda Japan contracts riders for World Superbike and Grand Prix, so our negotiations involved U.S. racing and nothing more.

Other teams were in a position to offer multi-level, multi-year proposals that included World Superbike and Grand Prix opportunities. So, with heavy hearts, we left the Smokin' Joe's team to pursue the dream...

Bob Hale
Carrollton, TX

Bob Hale is road racer Mike Hale's father and business manager...Editor.

The Merckels

The letter by Fred Merkel's parents (Issue #42, October 25) raises some pertinent and disturbing questions about the role of the AMA. To what extent is

the AMA responsible for ensuring safe tracks in light of the inherent danger of the sport? Many venues were designed primarily for auto racing, and feature barriers and trackside devices more appropriate for autos. Does that mean that if they can't be modified extensively there should not be motorcycle races held there?

How much of the onus is on the racers themselves? I, like the distraught parents, believe we should lean toward rider safety, and believe that a more aggressive role should be taken by the AMA. At the same time, I realize that people want to race and win, and that even among the racers themselves there can be disagreement. Perhaps a rider safety congress ought to meet and a working association formed out of that meeting that works hand in hand with the AMA in track selection and modification issues. The association should have real authority, not just advisory capacity. Are the racers, teams and manufacturers interested enough in everyone's safety to do this? The same issues have arisen in supercross and Grand National racing. When is anyone who has a say in these matters going to step up to the plate and do something about this?

How many more racers like Fred Merkel will pay the price in the meantime? I wish him a speedy recovery and pray for the peace of mind of his family.

Max T. Raterman
raterman@acsu.Buffalo.edu

Where's Jamie James?

I was wondering what happened to Jamie James? I haven't seen him in the newspaper. It's as if he just vanished. What did I miss? Please reply.

Chris Mitchell
t908@airmail.net

James is alive and well. In fact, we recently attended a Yamaha Motorsports function at which Jamie drove a go-kart about as fast as one can be driven. Although he suffered injuries during the 1995 racing season, James will be back with teammate Tom Kipp on Vance & Hines Yamahas for the 1996 AMA Superbike National Championship...Editor.

Larry Ward fan

I just wanted to take a moment to congratulate Team Noleen/Sizzler rider Larry Ward on an awesome season. It seems that all of the factory teams, as well as the majority of the off-road media, had written Larry off as a serious top-10 contender. Shame on you guys.

Thanks to Cycle News for the great article on Larry back at the beginning of

the supercross season - apparently you guys still had faith in the 24-year-old "Big Bird." It's about time that Larry gets the recognition he deserves. What more does he need to prove?

For years Larry has well represented the U.S. in the world supercross tour and lest we forget that he has tasted victory before in this country - once in supercross and twice in the outdoor Nationals. Larry is a great person, both around the track and away, as he takes the time to make friends and promote our great sport as a professional.

As Rodney Dangerfield said, "What's a guy got to do to get a little respect around here?"

Blaine Mullis
Kannapolis, NC

Terrafirma II

Recently I have viewed both the "Crusty Demons of Dirt" and "Terraforma II" videos. I have also read the negative criticism of Crusty Demons. Personally, I feel that Crusty Demons is an awesome display of spectacular riding with a few flashes of (at most) questionable behavior.

However, I find that the riding by Steve Lamson and Jeremy McGrath in which they mimic "beginner" riders in Terraforma II to be far more offensive. Don't these guys realize that the riders they are making fun of are the very people who spend thousands of dollars a year on gear, bikes, parts and event tickets, which in turn pays these riders' paychecks.

Beau Griner
Homestead, FL

Web thanks

Your new addition to the World Wide Web is great. I have been reading Cycle News for over five years and enjoy keeping up on all the action. Since moving to North Carolina from California, I have found that it takes a few extra days for my copy to arrive in the mail. I was ecstatic when I found that you now have a homepage on the Web.

It is obvious that you have put a lot of time and energy into the design and usability of this facility. I just wanted to say thank you and ask what day the information is updated.

Chris Taylor
taylorc@vfc.com

The Cycle News homepage on the World Wide Web can be found at <http://www.cyclenews.com>. Portions of the newest issue of Cycle News are available on the Web on Monday nights. The page is also updated during the week if there are any late-breaking news items or results...Editor.

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ON THE FRONT COVER

Troy Corser won a leg of the World Superbike finale in Australia. Photo by Gold & Goose. Mick Doohan is interviewed by Michael Scott. Photo by Gold & Goose. Honda CR250 test. Photo by Kinney Jones. Honda vs. BMW comparison test. Photo by Kit Palmer.

Why not Miguel?

Having followed the AMA Superbike Championship closely, and having attended five races, it's obvious that Miguel DuHamel was the cream of the crop this year. His dominance was an impressive achievement. Which leaves me with a puzzling question which hopefully you can answer. Why so much interest from foreign teams (World Superbike and Grand Prix) in Mike Hale and seemingly much less in DuHamel?

After all, if anyone in the AMA Series has proven himself ready for the next level, it's DuHamel. For some reason, however, Hale's services seem much more coveted overseas. Is it his age? I know DuHamel is older, but not that much older. Besides, DuHamel has previous overseas experience whereas Hale, aside from Suzuka, doesn't have that experience.

If I'm the team manager for Promotor Ducati and I want someone to come on to my team and make an immediate impact in World Superbike, I would definitely choose DuHamel over Hale at this point in time. This is nothing against Hale, whom everyone agrees is a future champion. But competing throughout the season on identical equipment, DuHamel has proven himself to be the better rider.

If the plan were to keep Hale on the Promotor team for the next five years, I could understand that. In five years, DuHamel will be close to retirement age whereas Hale will be in his racing prime. But what is likely to happen is that Hale will spend a year or two in World Superbike, then jump to GPs. So why not go with a guy who is more prepared to win now and doesn't need as much time to acclimate to a higher level? A guy like DuHamel. I don't get it, so any explanation would be appreciated.

Randy Renner
rrschwartz@aol.com

DuHamel, like Hale, was courted by international racing teams, but on a less-publicized level. DuHamel, though, didn't seem as hell-bent as Hale on heading overseas. Promotor Ducati has plans to venture into Grand Prix racing - at which time they'll also take Hale. Whether right or wrong, age is a factor with these teams when they draw up their rider wish lists... Editor.

RM questions

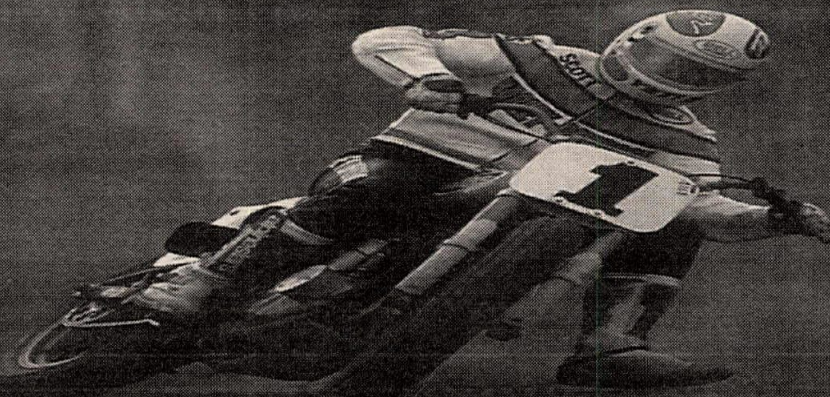
Have you had much time on either of the new RMs? If so, what's the scoop? Do you know of any bugs with the new 250? Any information would be helpful.

David Manning
dmanning@comp.uark.edu

Check out last week's issue (Issue #43, November 1) for a full test on the RM125. As for the RM250, we are scheduled to ride it for the first time on November 21. A test will follow shortly thereafter... Editor.

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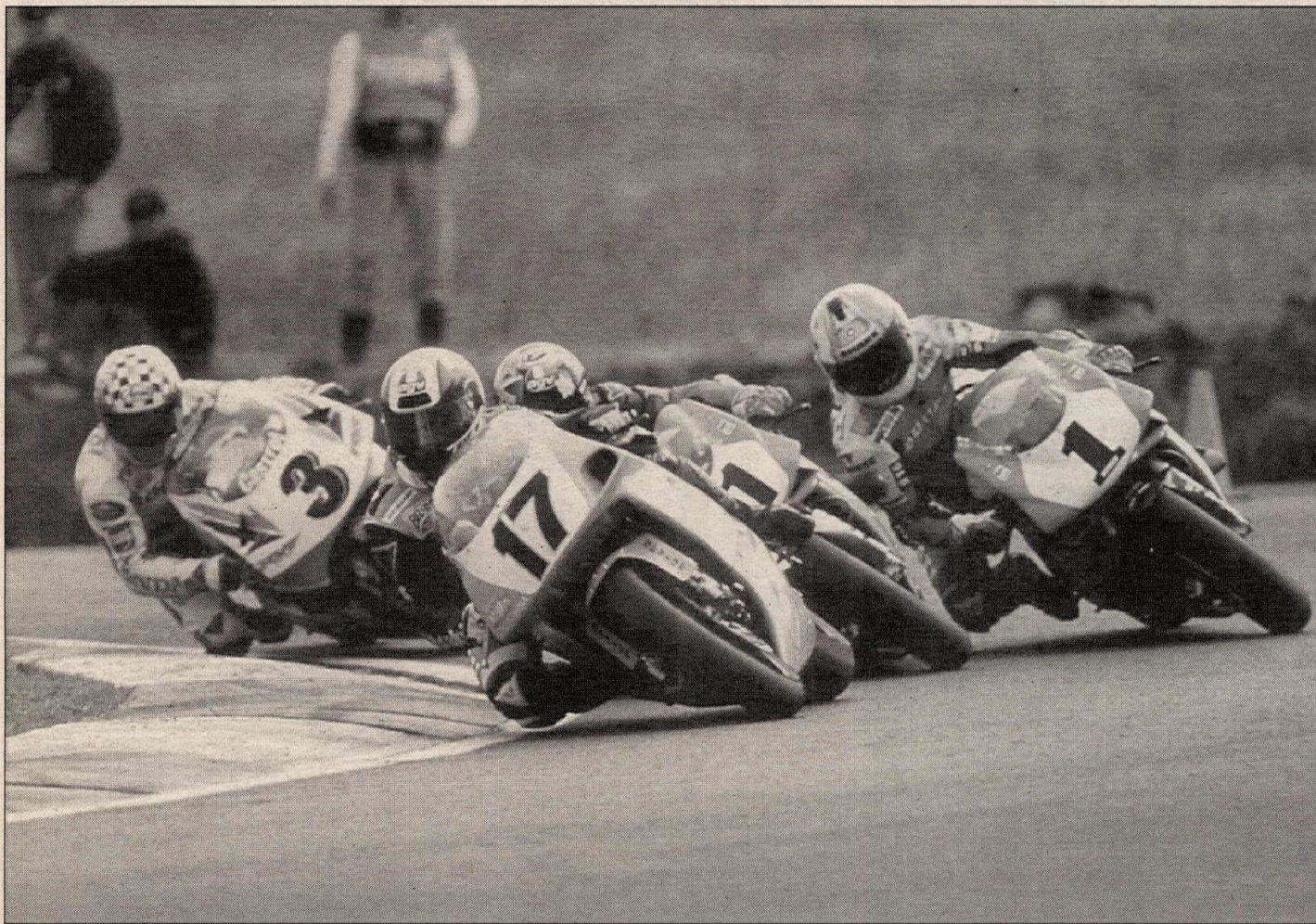


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the throttle," the diminutive Italian said. "But to be quite honest, I was very pleased to get the bike stopped a few kilometers further without any personal damage."

By this time, Promotor Ducati's Mike Hale had also stumbled upon some bad luck.

"I hit a false neutral a few times, which was pretty scary," said the Texan, who had lost most of the second timed session the day before due to a gearbox problem.

"At one stage, I got off the track and it took forever to turn around."

Hale resumed the battle in around the 25th place.

In front, things were starting to heat up: Slight was anxious to get some riders between himself and Corser, and was in a battle with Gobert up front - the pair exchanging the lead.

At the halfway stage, Gobert was back in front, and a small gap was forming behind the leading group - a pack consisting of Gobert, Slight, Crafar, Corser and Fogarty. Mladin started struggling with his rear tire, and had to let go of Reynolds in their battle for

(Left) Anthony Gobert (17) leads Troy Corser (11), Carl Fogarty (1) and Aaron Slight (3) during World Superbike action in Australia.

(Below) Fogarty tries to hold off Corser and Brit John Reynolds (33) in their battle for third place.

By Johan Vandekerckhove
Photos by Gold & Goose

PHILLIP ISLAND, AUSTRALIA, OCT. 29

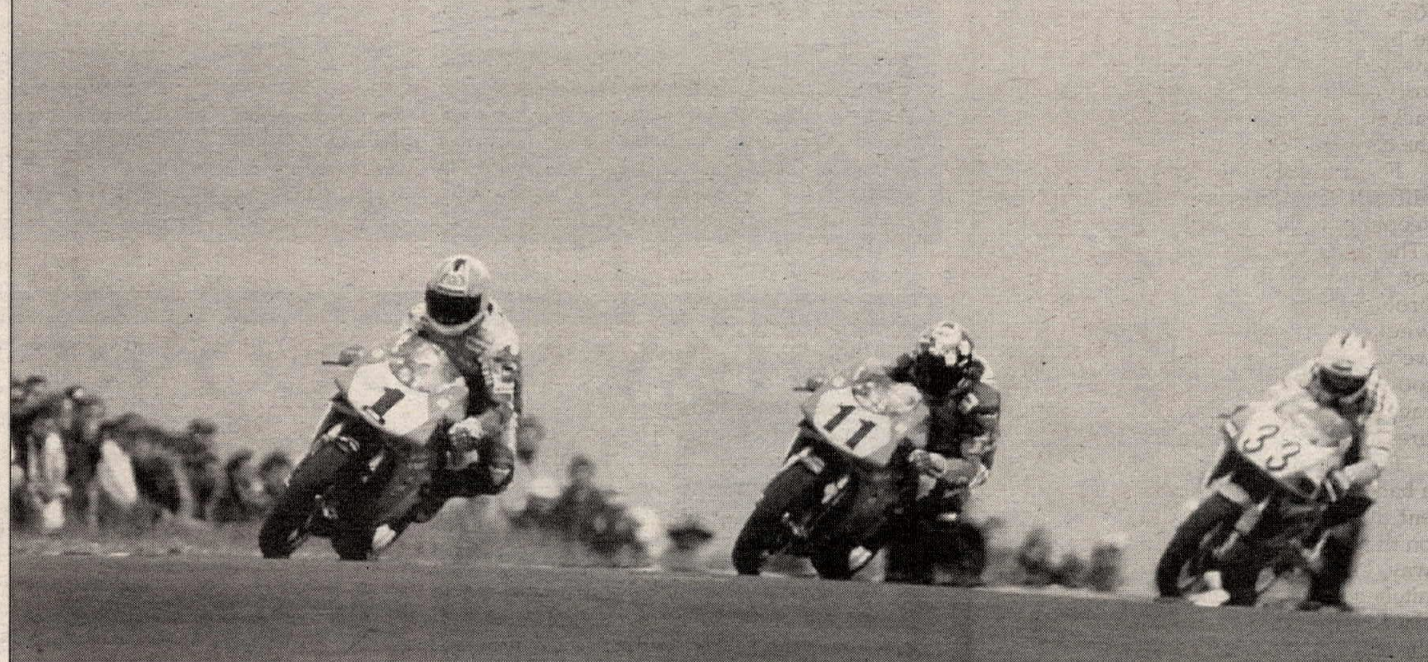
As expected, the homeboys dominated the last round of this year's World Superbike Championship. Anthony Gobert was out to repeat his performance of a year ago, when he took his factory Kawasaki to victory (only days after having signed a contract with Rob Muzzy). For Troy Corser, the stakes were much higher. With Aaron Slight breathing down his neck in the point standings, he simply had to get as many points as possible in Phillip Island.

Winning seemed to be the only option for these guys.

In the first race it was Corser who grabbed the victory and the 25 points that went with it. But it was Gobert who had been leading, only to retire with tire problems. In the second race, Gobert took his revenge - only hours after officially announcing that he will be back on the green Kawasakis again for 1996.

RACE ONE

World Champion Carl Fogarty got the holeshot to lead the field in the first race at the scenic Phillip Island, but his tenure out front was short-lived. After only three corners, Gobert got by and started to show him the way around the island. Behind him, the series protagonists took their positions in a race that promised to be hard on tires.



Fogarty was quickly losing ground, with Slight getting past him under braking before the hairpin; one lap later, Corser also shot by the Brit, with his pass coming on the front straightaway.

After five laps, Gobert was still leading from Slight, Corser, Fogarty and Honda-mounted Simon Crafar. Australian Mat Mladin was a distant sixth with John Reynolds dropping back to

seventh and Pier-Francesco Chili struggling on his Ducati to get back to eighth.

Ducati-mounted Freddie Spencer was making up for his poor performance in Indonesia and was battling it out with Fabrizio Pirovano for 10th place. This duel was cut short on the seventh lap when the throttle on Pirovano's Ducati stuck wide open.

"I managed to stay on the track using

sixth. Spencer was sitting pretty comfortably in 10th position, with Hale storming back to the point-scoring positions.

The race now seemed to settle in before the final attacks were expected to be launched. But suddenly Gobert started to slow down, only to pull off one lap later.

"The rear tire overheated," he

explained later. "It wasn't a bad tire choice; it was about the best compound I could get. But I'd hoped to get away in the beginning of the race. It didn't all quite work out as I'd planned, and when I exited the last corner before the start of the last lap but five, I knew that was going to be my last lap. The rear tire was just dead."

That put Corser and Slight in the positions they'd dreamed about prior to the start. With Fogarty dropping back a bit in the final laps and Crafar just holding on behind the two rivals, it was clear that the battle for second place in the championship would take a decisive turn. Corser started the last lap in front, but he wouldn't have it all his way.

Outbraked by Slight before the hairpin, the Australian would claw back in the following corner when the rear end of the Honda got sideways under acceleration. Corser got in front again and he wouldn't be headed. Crafar took third, followed by Fogarty, Reynolds, Chili and Spencer. Local boy Kirk McCarthy finished eighth - the best of those who compete in the Australian Championship - with Hale coming home 14th.

"My start wasn't too good," Corser said. "Fortunately, I wasn't too far behind. The first couple of laps I sat behind Anthony (Gobert) and Carl (Fogarty), waiting to see where I could get past them. As soon as I got the impression that they were holding me up, I made my move and got in front. Unfortunately, I couldn't pull away, so I knew that the race would be decided only in the last two or three laps. I wasn't surprised to see Aaron get past me on the brakes, but I was quite fortunate to get by again a corner later."

Slight, who saw Corser's lead extended to 13 points in their battle for second, said: "Anthony held us up a little, but he burnt his tires in the process. I thought I had it good on the last lap, but I went sideways in the Siberia corner, and that allowed Troy to get underneath and past me."

Crafar was very happy with third. "What a race," he said. "All the leading men were on the same tires and had also about the same speed on the straights. Right from the start I knew it was going to be very difficult for anyone to get away. I was happy to hold on until the very end; I couldn't go any faster. I lacked some power accelerating from the corners."

Fogarty got home third after a pretty difficult race. "I was working overtime keeping the bike upright," he explained. "The thing was moving around quite a lot. Apart from suspension and tire problems, we discovered too late this weekend that the new gearbox that we've been using this year doesn't work too well on this track. For the second race we'll change the gear ratios, the tires and the suspension settings."

Freddie Spencer was seventh. "I had a bad start because it's somewhat different than at home," he said. "I sat there on the grid and mistimed the start. Anyway, I'm pretty happy because it's definitely a better race than I had in Indonesia. I just wished that I had got Chili at the end."

RACE TWO

For the second race, things would go exactly as planned for Gobert. He got away first as the lights turned to green, and he was determined to stay there until the bitter end.

It wasn't long before Spencer parked his factory Ducati against the pit wall: "My helmet didn't close properly and I lost my (contact) lens," the disappointed former World Champion said.

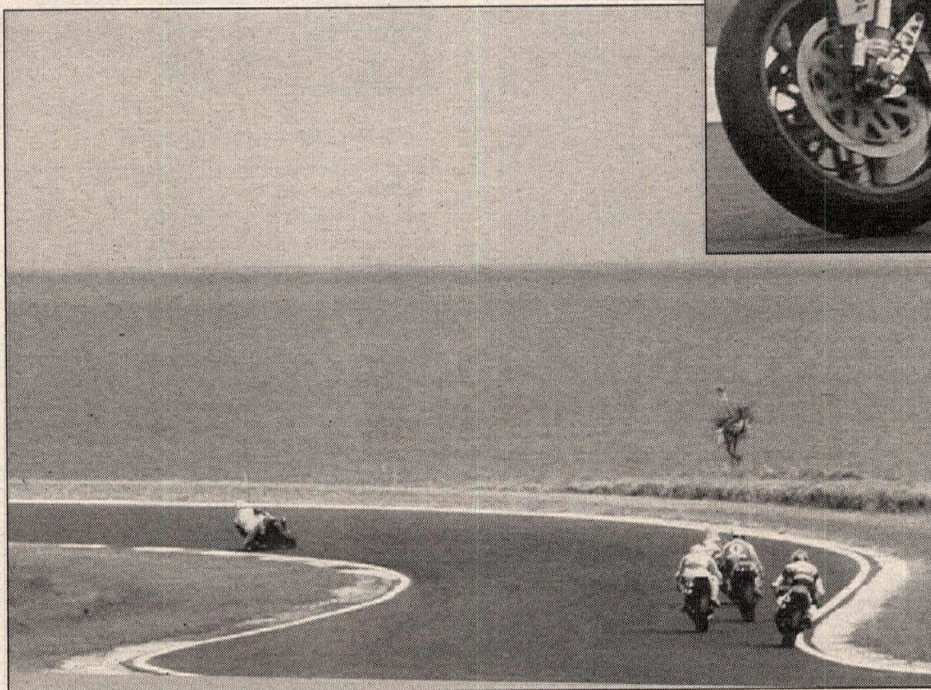
As in the first race, a handful of riders had their minds set on winning this final event of the year. As the field started to stretch a bit after some seven laps, a leading group of six was formed. Gobert looked secure at the front, even though his lead was never more than a few bike lengths, with Fogarty, Corser, Reynolds, Slight and Crafar within striking distance. At one point, Fogarty even took his turn at the front.

At the halfway stage, the same six-some was still in command, even though Reynolds had started to drop back a little due to a sudden lack of grip.

Dunlop had advised him not to use the same tire he had chosen for the first heat, the same one that Gobert was using in his charge for victory in the second race. A few laps later, Hale managed to move past the British Kawasaki

(Right) Gobert ended up winning the second leg after suffering tire failure in the first race.

(Below) If there's a more scenic race track in the world that Phillip Island, we've never seen it.



rider. Five laps from the end, it was obvious that victory would go to one of the five leading men. Gobert had been leading most of the time, with Crafar desperately holding on aboard his Honda. In between, all hell broke loose with Fogarty, Corser and Slight changing positions in nearly every corner. In the end, it was some backmarkers who would allow Gobert to get the necessary advantage over his rivals.

Gobert ended up taking his home victory in front of Fogarty, Corser and Slight. Gobert's win also propelled him to fourth in the championship.

Gobert quick throughout

Even before the World Superbike riders set foot on Australian soil for the last confrontation of the season, it was clear that the weekend would be dominated by the local heroes. First of all, Anthony Gobert was expected to show what he had learned in his first year abroad after he had made such an impressive debut on a works Kawasaki 12 months earlier at this same venue. On top of that, Troy Corser and Aaron Slight still had their own private fight for second place in the World Championship to settle, and finally - unlike in Indonesia - some local heroes were expected to mix it up with the big boys in front of their home crowd - most notably Mat Mladin (on his own bike again), Honda-rider Kirk McCarthy and Ducatista Shawn Giles.

Some of these riders started the World Superbike weekend with a slight advantage, having done some testing one week before on the same circuit. Slight, Simon Crafar, Gobert, Jochen Schmid and some of the locals were expected to have their bikes dialed in correctly right from the get-go. It showed most clearly with Gobert. After Slight had ended the first free practice on top of the leaderboard, the "Go Show" got underway with a best time during the first and second timed sessions.

Only in the final session did Gobert have his work cut out for him, with Corser putting up some resistance to make the battle interesting enough right to the end.

But Corser couldn't prevent Gobert from taking his first pole position of the season.

"I tried to be patient," Gobert explained. "I had to get a clear lap to take pole position. Everybody finally got out of my way in the last couple of minutes, and I was able to clock a 1.35.583. With less riders on the track, I feel a high 34 would have been possible."

Corser had to settle for second on the grid. "I only had one fast motor," he said. "And my mechanics told me not to use it too much during today's practice; I will need the thing even

more tomorrow. I took the bike out for some five or six laps and made my best time then.

But we spent most of the time getting a good setup and choosing the right tires for tomorrow."

Carl Fogarty and John Reynolds battled it out for third spot on the starting grid until the final minutes. World Champion Fogarty finally got it his way.

"During last week's test, we noticed that the bike had to be set up completely differently from last year," Foggy explained. "We still looked for the perfect solution today, in order to get enough grip. Given a little more time, I could've gone faster. And I got stuck behind traffic in the last couple of minutes."

The second row was made up of Aaron Slight, Simon Crafar, Mat Mladin and Shawn Giles.

"We tried some suspension settings on the bike which didn't work out," Slight said. "We'd found a good setup on Friday, judging from that day's session times, and now we tried something radically different in order to ride the bumps better."

For tomorrow's race, we will use the setup which worked out all right yesterday."

Pier-Francesco Chili was 10th despite a crash due to a gearbox problem in the second practice session.

His teammate Gianmaria Liverani had crashed on Friday, breaking an arm and putting a premature end to his second season in the World Superbike Championship.

Freddie Spencer looked more confident than in Indonesia and set the 12th fastest time.

"We had a similar problem as in Indonesia: A clamp came off in the fuel tank, but fortunately we had another tank ready, so we lost only some 10 minutes in the final practice session."

After that we put on some new tires, but with only four minutes left there was no more time to better my time."

Mike Hale ended up 13th, after having looked set for a top 10 position.

But on his 12th lap the gearbox broke and since he is using the (only) spare bike of Andreas Meklau, that was the end of his day.

"I don't know what has happened," the Texan said after having pushed his bike back to the pit. "The bike just stopped when I was on the gas. Too bad, because I'd been improving my lap times constantly."

ROAD RACE

World Championship Superbike Road Race Series

Round 12: Phillip Island, Australia



(Left) Mike Hale ended up sixth in the second leg after running off the track in race one.

(Above - left to right) Fogarty, Gobert and Corser celebrate their second-leg results.

"I felt confident going into both races," the young Aussie said. "But after the first race, I started to worry when the bike started vibrating again in the second part of the second race and the tires started sliding. I thought I was going to have to retire again. I backed off a little, and then Carl (Fogarty) came past. When I saw he was struggling as much as I did, I decided that I had to go, no matter what."

Briefly...

The biggest news to come from Phillip Island was of course the news that **Anthony Gobert** had signed up with the Muzzy Kawasaki team for another year. "I want to get the title in 1996 and then move on to the Grands Prix," the 20-year-old Australian said after having announced his decision on Sunday afternoon. Gobert, who made his debut on the Kawasaki exactly one year before, had also considered offers from Castrol Honda, Ducati and Suzuki for the World Superbike series and from the Pileri Honda team for the Grands Prix. Fellow Australian **Mat Mladin** now seems to be one of the candidates for a factory Suzuki.

Some riders still haven't signed contracts for next year, but the man in the biggest trouble in World Superbike racing is Virginio Ferrari. "The Castiglione brothers might have lost their patience with Carl (Fogarty)," Ferrari said in Phillip Island on Friday. "We are very keen to keep him, but he has delayed his decision so often, that we have to start thinking about a replacement for him." Of all the candidates Ferrari had talked to until then, only Anthony Gobert seemed likely to meet the high expectations of the Castigliones and Ducati fans. But at Phillip Island, the young Australian announced that he had signed a new one-year contract with Muzzy Kawasaki. Other candidates Ferrari had been talking to included Fabrizio Pirovano, Piergiorgio Bontempi and Freddie Spencer from the "old brigade" and Brits Neil Hodgson, Chris Walker and Jamie Robinson from the "younger generation." "If the budget allows it, we would like to have a two-man team again in 1996," Ferrari said. "One of whom will be an Italian. Mauro Lucchiari will probably have no place in this team. Right now, the Castigliones are considering a World Endurance program with an official team next to the French importer's effort." **Freddie Spencer** admitted that he was hoping to have a go at the World Superbike Championship with this team in 1996. Ferrari was relatively careful about the possibilities of working with the former Grand Prix champion. "We have to forget the disastrous weekend that Freddie had in Sentul," Ferrari said Saturday evening. "We just hope for a top-five position here; then I might be able to get enough support to build up a team with Freddie."

Now that Fogarty is certain to leave the team and a deal with Spencer seems very unlikely, Ferrari has no real candidates for the world title in 1996. According to some, Ducati is not likely to step in and give the Italian manager more money. With Troy Corser and Mike Hale in the Promotor team, Ducati can already count on the services of two top-level riders. On top of that, Promotor pays for the support they get from Ducati and Ferrari does not. For obvious reasons, it is a very attractive option for Ducati to have a (paying) team win the World Championship for them. The five constructors titles won in the past (1991-1995) were won by a "traditional" factory teams, with most of the operational and other costs paid by the factory.

One of the teams that will not let Ducati have it all their way is the **Castrol Honda** team. After the Sentul race, Honda team manager Neil Tuxworth went back to England where he had a meeting with one of the potential main team sponsors for next year. "The budget will be substantially bigger than this year," Tuxworth said. "We're talking now with three international enterprises that are interested in a deal as a main sponsor. One of them is obviously Castrol, another one is a tobacco firm that has contacted us, and a third is a potential competitor to Castrol. A decision will be made around the 15th of November." The question as to who will ride the factory Hondas in 1996 will be answered in two weeks. **Aaron Slight** signed a new one-year contract with Honda on Saturday morning before the final practice sessions at Phillip Island. Officially, three more candidates were being considered for the second bike when *Cycle News* went to press. "After Simon Crafar opted to go to Kawasaki, there are still three names left, one of whom is a top Grand Prix rider. On November 1 we will announce who will be Aaron's teammate."

The two Superbike riders considered by Honda were believed to be Anthony Gobert and **Carl Fogarty**, while many believe Alex Barros to be the Grand Prix candidate. With Gobert having signed up with Muzzy Kawasaki for one more year, Fogarty really seems to be the only superbike rider left on Tuxworth's shopping list. Fogarty himself admitted that he "wanted a change from the Ducati team," and that "he was on a deadline for the 1st of November." Although it wasn't confirmed, it is almost 100 percent certain that the Brit will ride a Honda (again) next year. "Kenny Roberts is still inter-

ested," Fogarty said. "But as I have to decide what superbike is concerned before November 1, I don't have enough time to wait on a decision from Roberts. I'm thankful for the opportunities Ducati have given me the last couple of years and the two titles I won with them, but I need a change to find a new challenge and new motivation." Fogarty also received an offer from Yamaha's World Superbike team after the Indonesian round.

Pier-Francesco Chili says that he is close to signing a contract with Ducati for full factory bikes in 1996. Like the Promotor team, the Gattolone team (Chili's current team) will pay for the bikes, the parts and the service. Apart from that, Chili will assist Cagiva in the development and testing of their superbike (which is due to make its debut in 1997) and he hopes to get some more Grand Prix rides on the V-four Cagiva two-stroke.

For Kawasaki, the 1996 season (with the new Superbike) was set to start just a few days after the Phillip Island finale. When he gets home to Oregon, **Rob Muzzy** will start building four bikes for Simon Crafar and Anthony Gobert to be used in next year's World Superbike series. The first test sessions with the new bikes have been scheduled for the month of November. Four identical bikes will also be built for Mike Smith and Doug Chandler, who will try to conquer the AMA Superbike title in 1996. Furthermore, the Muzzy team is considering moving its European racing headquarters away from Germany. "It's just a matter of convenience," Muzzy explained in Phillip Island. "Up to now, the mechanics have been working on the premises of the German Kawasaki importer. But as they often work late and the available space there is actually too limited for a proper workshop, we're looking at other possibilities in Europe."

Jochen Schmid is set to continue in the one-man team run by the German importer. "As most of the costs are paid for by the importer and the German International Superbike Championship (Pro Superbike) is very well televised, our main goal will be to conquer the German title for the second consecutive time in 1996," Schmid said. "But we will also be entering the World Superbike races that don't clash with the German racing dates." The British Reve Racing Company team is still looking for a teammate for John Reynolds, whereas the Italian importer hasn't made a decision con-

cerning his racing budget. Piergiorgio Bontempi and/or Fabrizio Pirovano are the riders most likely to man the Bertocchi Kawasaki(s) in 1996.

Racing veteran **Rob Phillis** made his racing comeback in Phillip Island after his last international race in the German Superbike Championship at the end of last year. Phillis, third in the World Championship in 1991 and 1992, took part in a national Harley-Davidson race in a one-off deal. The former Kawasaki factory rider now spends his time buying houses, renovating them and reselling them.

For the last couple of years, the **Winfield Honda** team has been one of the leading teams in the Australian National Championship. But it's better than that - most of the current Australian Superbike heroes spent some time in the team run by Clyde Wolfenden... before moving on to greater things. Troy Corser took the red-and-white Honda RC30 to national victories and the title in 1993 before he "immigrated" to the U.S. to join the Ferracci squad, and one year later the Australian Honda team lost Anthony Gobert to the Muzzy squad in the surprise move of the year just before the Phillip Island round. And just after having secured the Australian Superbike title again, things look to be happening again for the team. First rider Kirk McCarthy has to make do with only one RC45, equipped with a 1994 kit and some electrical and electronic bits from the 1994 factory bike. Additionally, Honda's promise at the beginning of the season to provide the team with full factory bikes for the last couple of national races and some World Superbike races (including the Phillip Island round), was withdrawn after the Suzuka Eight Hour weekend because of a lack of budget. It didn't stop McCarthy from finishing eighth in the first heat.

Some collaboration... Only two weeks ago, **Maurizio Flammini** announced that his company and Dorna were working closely on next year's Grand Prix and World Superbike calendars, in order to avoid date clashes. When the FIM published (a first version of) the official calendars only days prior to Phillip Island, no less than six Grands Prix turned out to be on weekends scheduled for World Superbike events. Furthermore, the two first World Endurance races (Le Mans and Assen) were also scheduled for a World Superbike weekend. Expect some changes.

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December 16th

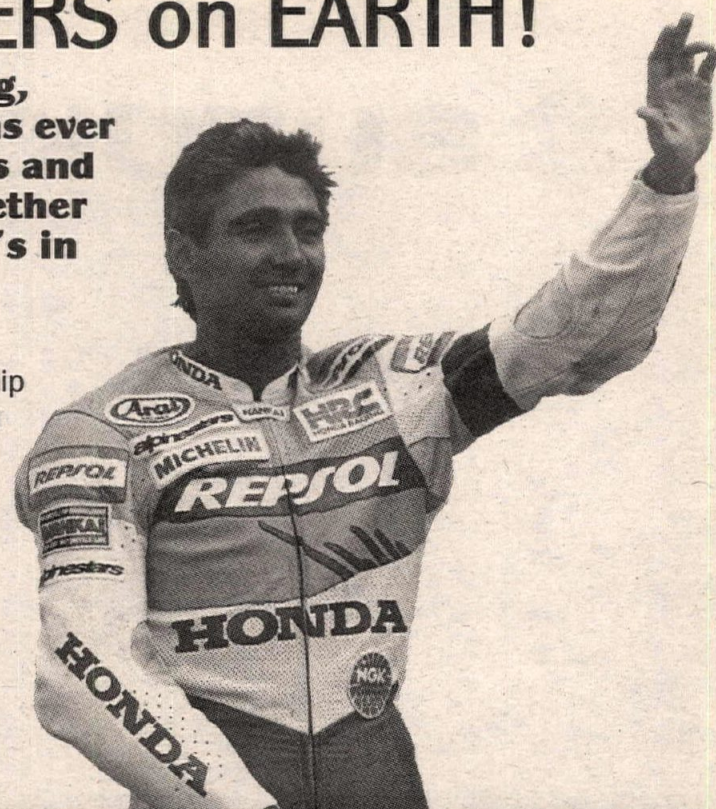
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Fogarty took second position in what was his final race for Ducati. "The backmarkers decided the outcome of this race," he said. "A few laps after Anthony had escaped, I got back into his slipstream and almost managed to get around the outside of him. I didn't even know that this was the final dash to the finish. I hadn't been able to see my pitboard in the struggle."

Unfortunately, only two out of the three changes we made on the bike after the first race seemed to work out well. The bike was still revving too much coming out of the corners. If we'd kept the gearing from the first heat, things might have looked different. But I also have to admit that I made a stupid mistake twice when I was leading, letting the bike jump out of the gear."

Corser got home third. "I got a better drive off the corners this time," he said. "But pretty soon in the race I decided to wait until the final laps. But then the backmarkers got in our way."

The top three riders finished within a quarter of a second of each other.

Hale came home sixth, behind Slight and Crafar. "The two Ducatis were way too fast and I couldn't get past them," Slight said. "Otherwise, I was certain to get Gobert."

"In the first heat the motor kept jumping into neutral," Hale said. "For the second heat, they put a different motor in. Unfortunately, from the start on I got held up and got stuck in sixth place. The gap was too big to make it up, so I just kept riding and didn't push too much, just trying to learn the bike and the track more. At some moments, it was pretty hard not to forget that was actually the reason that I was out there."

Phillip Island Phillip Island, Australia Results: October 29, 1995

QUALIFYING: 1. Anthony Gobert (1:35.511); 2. Troy Corser (1:35.564); 3. Carl Fogarty (1:35.654); 4. John Reynolds (1:36.009); 5. Aaron Slight (1:36.154); 6. Simon Crafar (1:36.342); 7. Mat Mladin (1:36.439); 8. Shawn Giles (1:36.801); 9. Kirk McCarthy (1:36.845); 10. Pier-Francesco Chili (1:36.911); 11. Piergiorgio Bontempi (1:37.041); 12. Freddie Spencer (1:37.113); 13. Mike Hale (1:37.397); 14. James McEwen (1:37.805); 15. Mauro Lucchiarri (1:37.862); 16. Marty Craggill (1:38.036); 17. Jochen Schmid (1:38.148); 18. Robert Baird (1:38.194); 19. Fabrizio Pirovano (1:38.233); 20. Brian Morrison (1:38.457); 21. Steve Martin (1:38.562); 22. Andreas Meklau (1:38.869); 23. Benn Archibald (1:39.004); 24. Yves Brigueat (1:39.200); 25. Massimiliano Marchini (1:40.450); 26. David Emmerson (1:41.456); 27. Alistair Maxwell (1:41.656); 28. Philip Harper (1:41.662); 29. Aldeo Presciutti (1:42.163); 30. Tony White (1:42.463); 31. Michael Bubb (1:42.817); 32. John Phelan (1:42.988); 33. Massimo Ottobri (1:43.142); 34. Ed Miller (1:43.147); 35. Craig Stafford (1:43.328); 36. Michael Brenton (1:43.417); 37. Robert Vanolini (1:45.321); 38. Phil Allen (1:45.575); 39. Scott Webster (1:45.576); 40. John Orchard (1:45.849); 41. David Drechsler (1:45.959); 42. Stuart Hablethwaite (1:48.274); 43. Geoff Pearce (1:59.193).

RACE ONE: 1. Troy Corser (Duc); 2. Aaron Slight (Hon); 3. Simon Crafar (Hon); 4. Carl Fogarty (Duc); 5. John Reynolds (Kaw); 6. Pier-Francesco Chili (Duc); 7. Freddie Spencer (Duc); 8. Kirk McCarthy (Hon); 9. Mat Mladin (Kaw); 10. Shawn Giles (Duc); 11. Jason McEwen (Duc); 12. Piergiorgio Bontempi (Kaw); 13. Marty Craggill (Kaw); 14. Mike Hale (Duc); 15. Robert Baird (Hon); 16. Steve Martin (Suz); 17. Jochen Schmid (Kaw); 18. Andreas Meklau (Duc); 19. David Emerson (Kaw); 20. John Phelan (Kaw); 21. Tony White (Kaw); 22. Ed Miller (Kaw); 23. Phillip Harper (Kaw); 24. Michael Brenton (Yam); 25. Craig Stafford (Yam).

Time: 35 min., 23.508 sec.
Distance: 22 laps
Margin of victory: 0.68 sec.
Fastest lap: Aaron Slight, 1:35.636

RACE TWO: 1. Anthony Gobert (Kaw); 2. Carl Fogarty (Duc); 3. Troy Corser (Duc); 4. Aaron Slight (Hon); 5. Simon Crafar (Hon); 6. Mike Hale (Duc); 7. John Reynolds (Kaw); 8. Piergiorgio Bontempi (Kaw); 9. Shawn Giles (Duc); 10. Pier-Francesco Chili (Duc); 11. Brian Morrison (Duc); 12. Fabrizio Pirovano (Duc); 13. Marty Craggill (Kaw); 14. Robert Baird (Hon); 15. Jochen Schmid (Kaw); 16. Steve Martin (Suz); 17. Benn Archibald (Duc); 18. Andreas Meklau (Duc); 19. David Emmerson (Kaw); 20. John Phelan (Kaw); 21. Ed Miller (Kaw); 22. Michael Brenton (Yam); 23. Craig Stafford (Yam).

Time: 35 min., 29.674 sec.
Distance: 22 laps
Margin of victory: 0.104 sec.
Fastest lap: Troy Corser, 1:35.872

FINAL WORLD SUPERBIKE C'SHIP POINTS STANDINGS (After 12 of 12 rounds): 1. Carl Fogarty (478); 2. Troy Corser (339); 3. Aaron Slight (323); 4. Anthony Gobert (222); 5. Yasutomo Nagai (188); 6. Simon Crafar (187); 7. Fabrizio Pirovano (178); 8. Pier-Francesco Chili (160); 9. Mauro Lucchiarri (156); 10. John Reynolds (155); 11. Colin Edwards (141); 12. Piergiorgio Bontempi (138); 13. Andreas Meklau (72); 14. Jochen Schmid (71); 15. Mike Hale (60).



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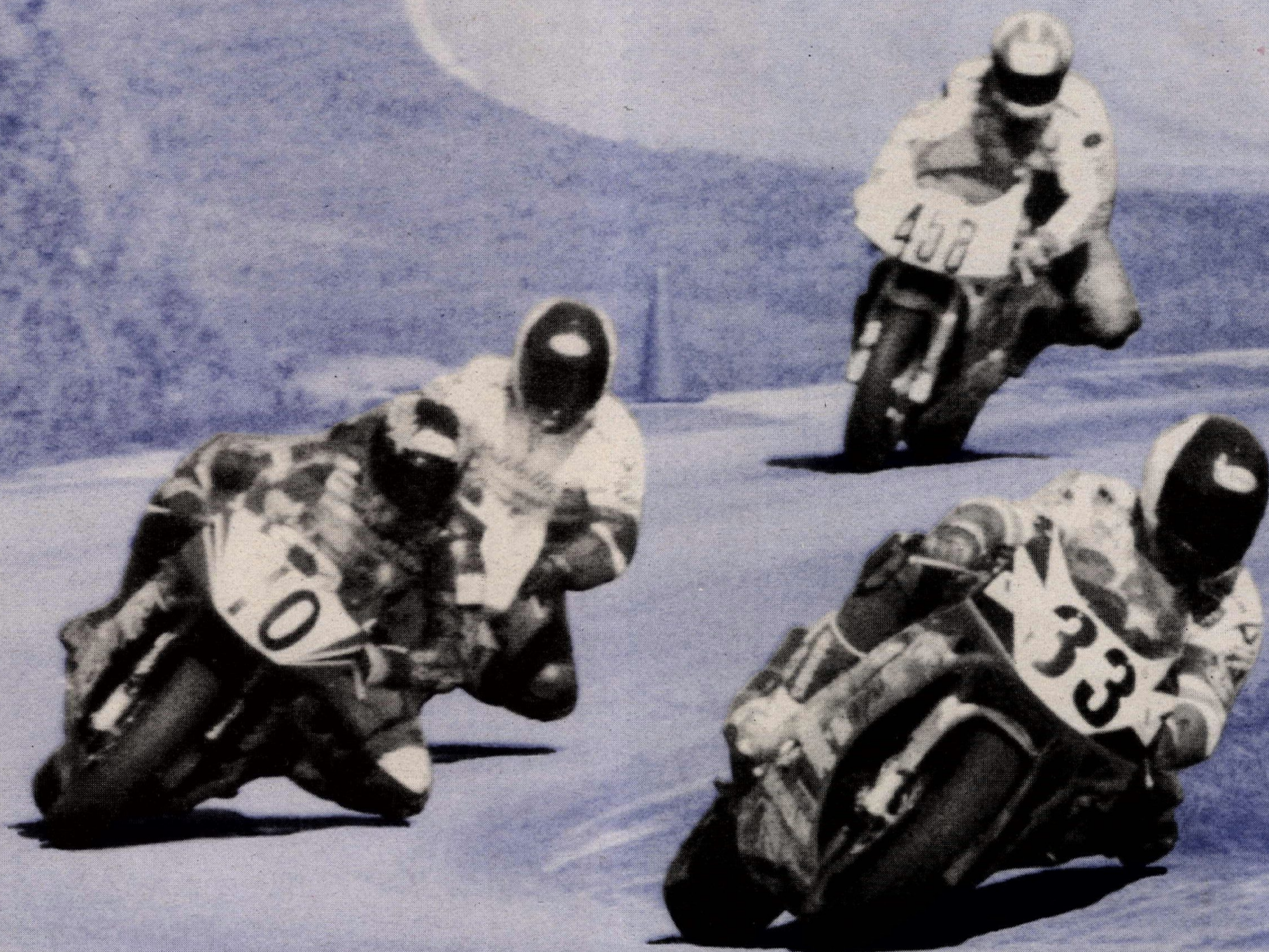
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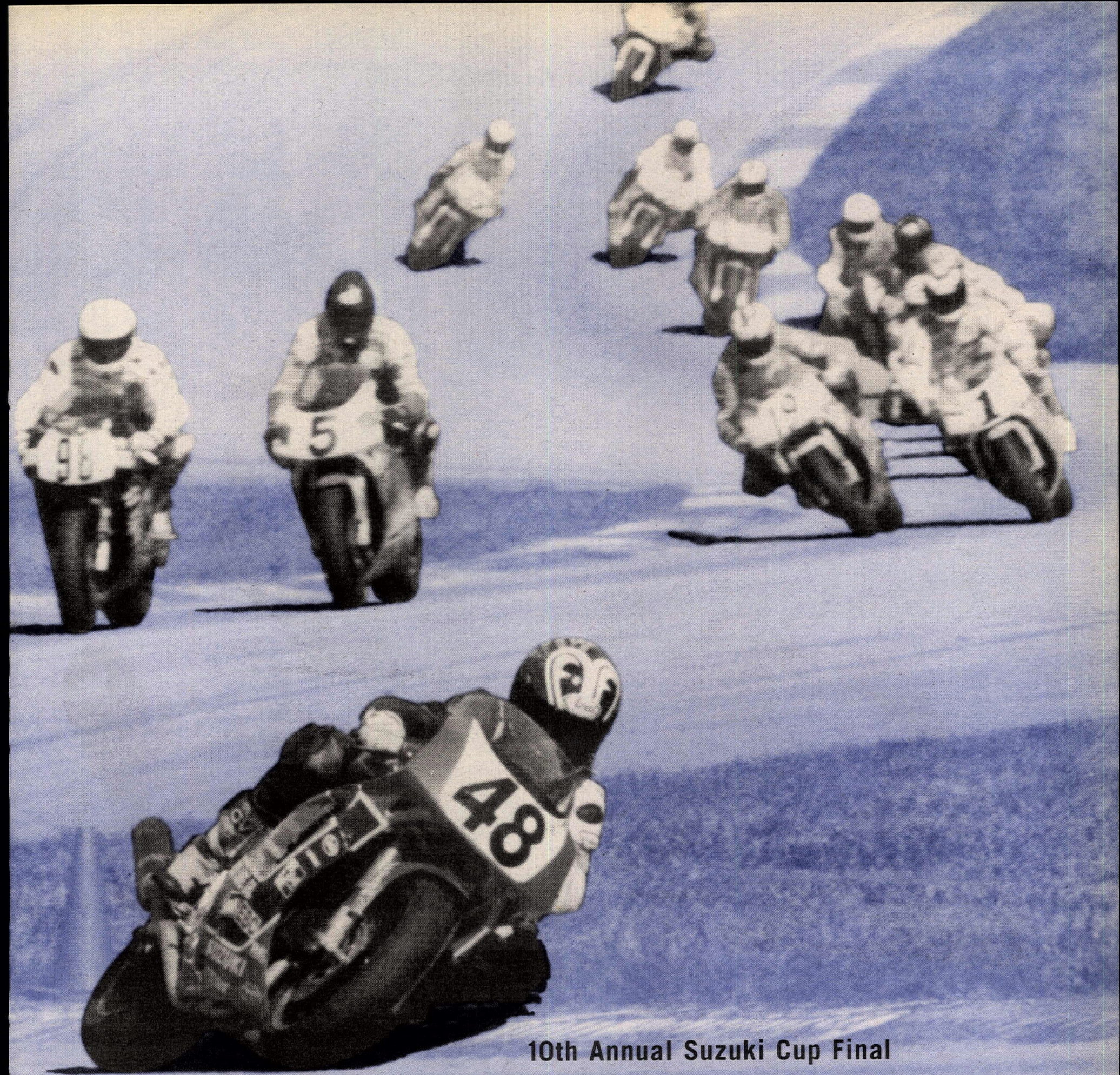
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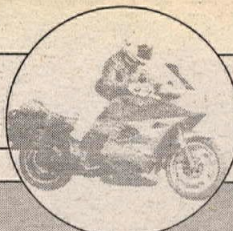
10th Annual Suzuki Cup Final

All season long, the podium has been crowded with GSX-Rs. And that's when other bikes are allowed in the races. So imagine the scene at the Suzuki Cup Final, where the best of the best GSX-R club racers faced off at Road Atlanta.

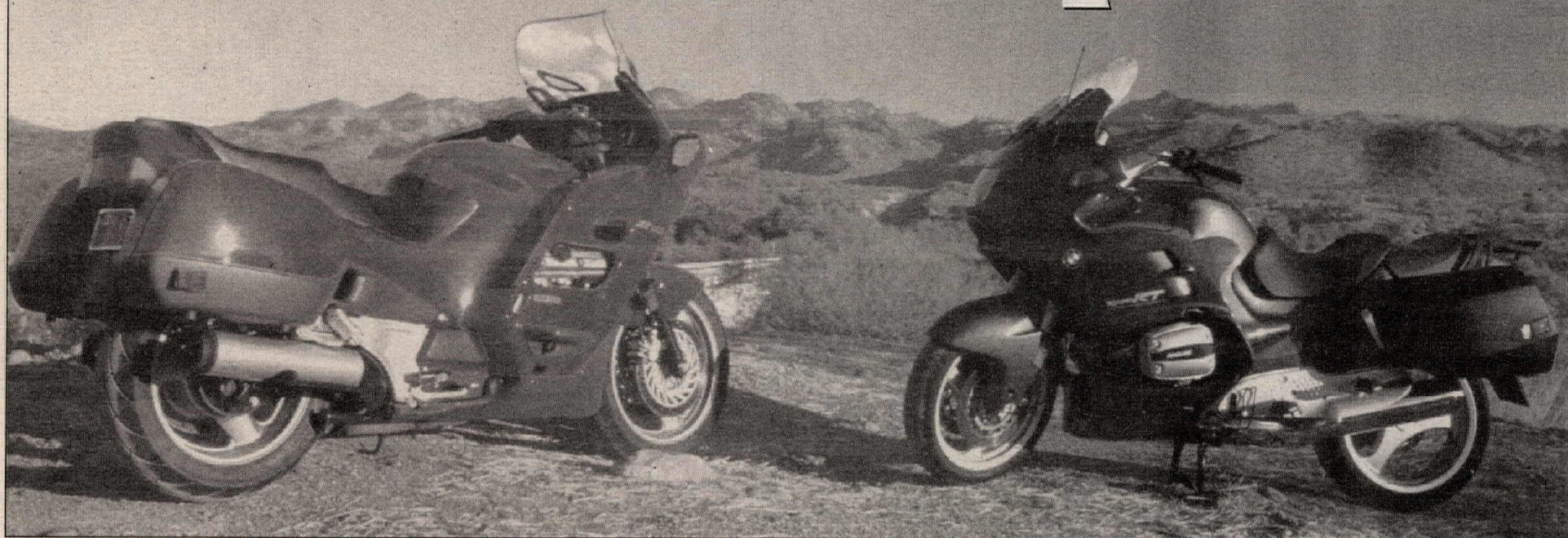
Special congratulations go out to Aaron Yates (1st), Mark McDaniel (2nd), and James Randolph (3rd) in the 750cc class and Chuck Graves (1st), Tray Batey (2nd), and Dave Stanton (3rd) in the 1100cc class. They made off with the lion's share of the \$40,000 purse, while the rest of the amazing all-star field divvied up what was left. Congrats to all for being good enough to get there.

Finally, a huge tip of the helmet to everyone who raced a GSX-R750W or 1100W this year (if you didn't, stop crying and check them out at your local Suzuki dealer). It's your dedication, talent, and money-hungry pursuit of Suzuki's \$750,000 worth of contingency that made this year as exciting as it was.

And it's those same things, along with the awesome new '96 GSX-Rs, that promise to make next year's Suzuki Cup even more exciting. Just remember the one eligibility requirement: No losers allowed.



Tour de Sport



Photos by Kit Palmer

It is safe to say that Honda had the luxury sport-touring market cornered for quite some time with its elegant ST1100. No other motorcycle really came close to matching the ST's silky-smooth and powerful 1084cc V-4 motor, its well-balanced suspension and posture-friendly ergonomics. It truly was in a class all its own. Was?

Yes, was. There's a new kid on the block ready to take on the ST1100 in hopes of ending Honda's long dominance in the luxury sport-touring class, and that motorcycle is the all-new R1100RT, featuring the company's "new-generation" Boxer motor. Officially, BMW claims the R1100RT wasn't really designed to dethrone the ST, claiming the RT to be the company's number-one full-on touring machine. Still, with so much emphasis put on handling and agility, the R1100RT suddenly finds itself in direct competition with the ST1100, intended or not.

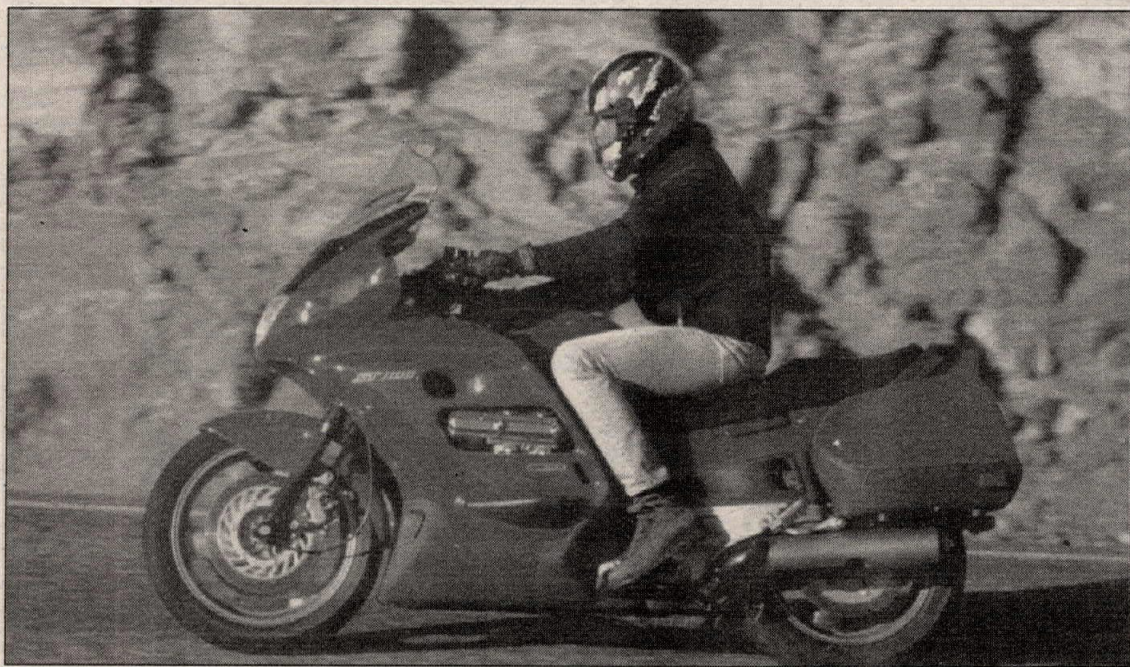
Ever since we first swung a leg over the new R1100RT (see issue #38, September 27) we couldn't wait to compare it head-to-head with the Honda ST1100, and not long ago, we got our wish. Honda offered us a 1995 ST1100 for our comparison test; we would have preferred a '96 model, but considering the fact that the only differences between the '95 and '96 models are an upgraded ABS system, the addition of a linked-brake system (similar to that of the CB1000) and a few minor bodywork changes, and that we would have to wait considerably longer for the '96 model to arrive, we chose to move on with our riding comparison with the '95 model. Close enough.

The ST1100 and R1100RT share many of the same basic features, such as ABS, shaft drive, hard (detachable) saddlebags, nearly identical engine displacement (1084cc for the ST and 1185cc for the RT) and long-range gas tanks.

The BMW offers significantly more in the way of standard equipment than the Honda, such as heated grips, electronically adjustable windscreen, adjustable seat height and shift lever, power sockets, a rear luggage rack, and an AM/FM

(Above) The Honda ST1100A (left) and the BMW R1100RT (right) might come from opposite ends of the world but are remarkably close when it comes to performance. Both bikes are outstanding sport-touring motorcycles but definitely have their advantages and disadvantages.

(Right) The silky-smooth operation and hearty acceleration of the ST1100's big, liquid-cooled, 90-degree, V-4 motor is unrivaled in its class.



cassette stereo. The ST, on the other hand, offers traction control (as well as a linked-brake system on the '96 model), the RT does not.

Despite the extra goodies, the BMW weighs significantly less than the ABS/TCS-equipped Honda. BMW claims the RT weighs in at 563 pounds dry, while Honda claims the ST weighs 659 pounds. (The non-ABS/TCS-equipped Honda is claimed to weigh 634 pounds). This difference in weight no doubt has a lot to do with the fact that the BMW is hauling around two fewer cylinders than the ST and has no liquid-cooling system.

Our month-long comparison test included a head-to-head, two-day ride tooling around the deserts of Southern California and Arizona, which included an overnight stay in the crispy-cool mountains of Prescott, Arizona. In those two days alone, we tallied well over 800 miles on the two motorcycles, most of which was accumulated on wide-open desert highways and twisty, back-canyon roads.

Perhaps the most noticeable difference between the two bikes is vibration—the BMW does, the Honda doesn't. The

BMW shakes heavily at idle but smooths out significantly as you start climbing through the gears and gaining momentum. At cruising speed, the vibes aren't as offensive, but compared to the buzzless Honda, well, the low-frequency pulsation becomes more evident on the BMW. Plus, the annoying torque-effect that tweaks the BMW to the right every time you rev up the motor (highly prominent when completely stopped or traveling at slow speeds) is non-existent with the Honda, despite the fact its crankshaft also runs along the same longitudinal axis. Horsepower-robbing counter-balancers prevent any noticeable torque-effect on the Honda. Obviously, the BMW has no such counter-balancers.

As far as power, both bikes get along pretty good, but the Honda simply runs away and hides from the BMW. We did numerous roll-on drags on many open desert roads, and the ST won every bout. The RT, however, held its own off the bottom, but from midrange on up, the ST would consistently kiss the Beemer good-bye. No contest. We also discovered during these roll-ons that the RT demands quality gas: the higher the octane, the better. Under a heavy load,

burning 89 octane, the RT pinged and detonated badly at high rpm with the throttle held wide open. The Beemer's owner's manual is serious about running "Super" fuel. With the good stuff, 92 octane, we experienced no such problems. The Honda, on the other hand, runs fine with the more pocket-book-friendly 89 octane petroleum flowing through its veins.

While the Honda easily ate up the BMW on the long straights, the RT had no problems hanging with the ST on the short jaunts between turns, where the BMW's excellent torque comes into play. The Beemer approves of being short-shifted, while the Honda prefers to be revved out before catching the next cog. And speaking of shifting, the Honda changes gears light and accommodating; the BMW, heavy and defiant. The RT's five-speed gearbox is often reluctant to shift from neutral, to first at rest, and overall shifting is just plain notchy. Nothing new here. The BMW's clutch, on the other hand, works just fine, as does the Honda's.

Both bikes corner well for big and bulky 600-pound (plus or minus) motorcycles, though the BMW felt a touch

more stable than the Honda when leaned over while driving through the corners. Steering feels much lighter with the Beemer, while it takes a fair amount of muscle to get the Honda leaned over into the turns. Neither bike really has a giant advantage over the other when it comes to cornering, they just feel a little different. That's all.

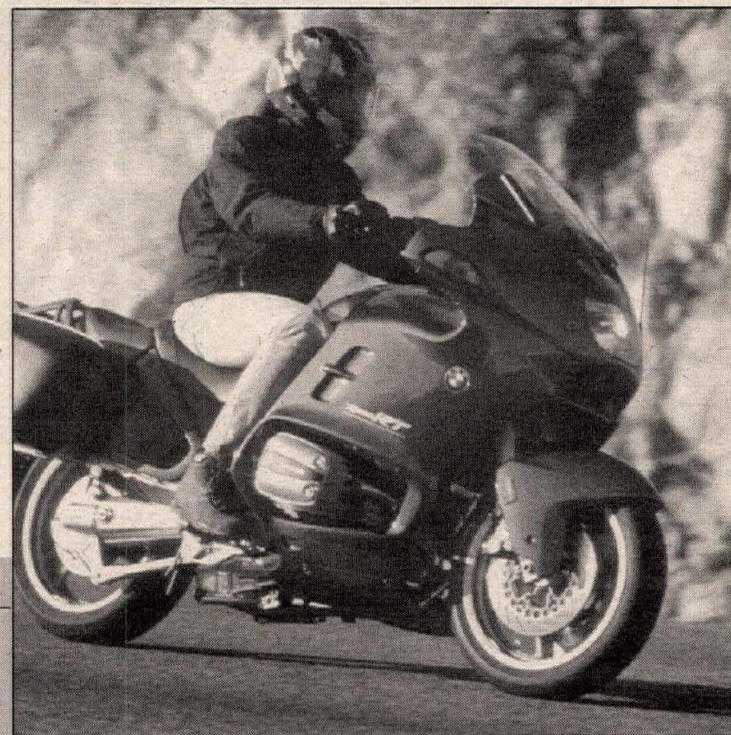
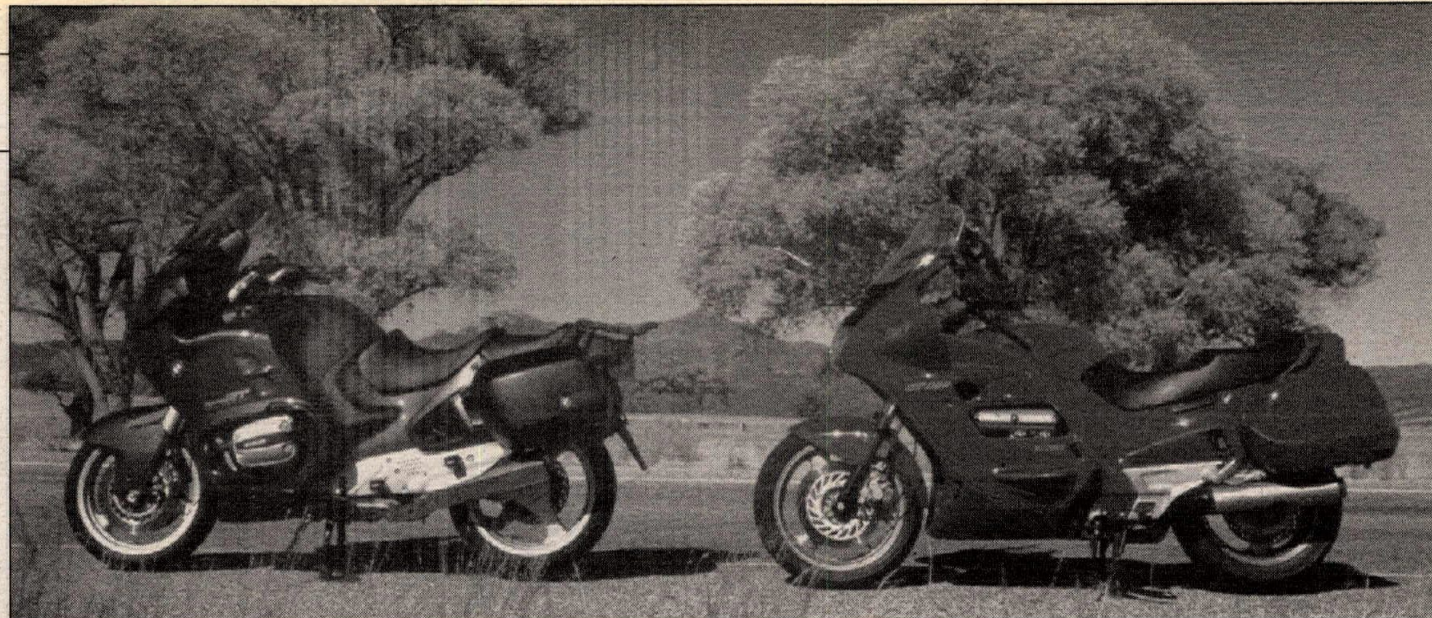
Our testers couldn't agree on much when it came to the overall ride of the two bikes. One liked the Honda better, the other the BMW, but both riders did agree they liked the BMW's Telelever front suspension better than the Honda's 41mm conventional cartridge fork (the '96 model has bigger 43mm forks). The Honda seemed slightly underdamped and would float a little over the bigger bumps, while the Beemer's central spring-strut and coil-spring design front end just felt perfect. Both front ends soaked up the smaller road imperfections with ease. Most of our in-house disputing involved the rear suspensions. Basically, the back ends work well on both bikes, but our testers couldn't agree on which bike they felt was actually better - the Beemer's single-shock Paralever system or the Honda's more traditional single, side-mounted-shock swingarm system. The Honda features more rear shock adjustability, offering 5-way spring-preload, as well as compression- and rebound-damping adjustments. The BMW offers only spring-preload and

rebound-damping adjustment. The damping adjustment on the Honda requires the use of a small screwdriver, but altering the spring preload requires a significant amount of effort. On the BMW, however, adjusting the preload couldn't be any easier - no tools are necessary - and we'd just as soon have preload easier to tune than damping, especially if you regularly carry passengers.

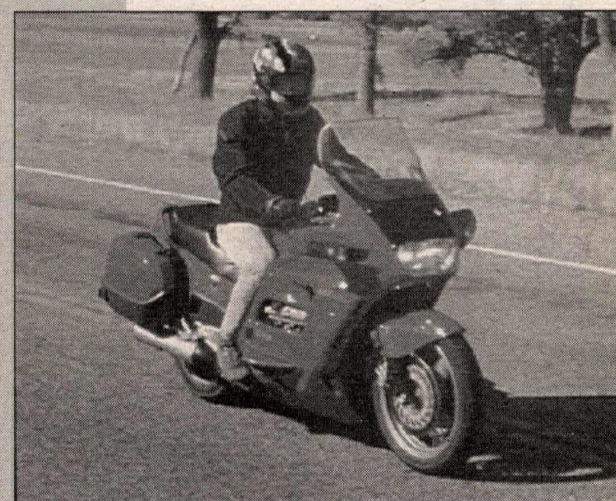
In the all-important category of comfort - well, this one was almost too close to call, but we have to give the nod to the roomier BMW. A unanimous complaint we had with the ST was that our knees rested against the fairing lowers; there are no obstructions on the BMW. Both bikes have pleasing ergonomics, but for those long hauls, we'd probably

(Above) One big advantage the BMW (left) has over the Honda (right) is weight. The R1100RT weighs approximately 90 pounds less than the ST1100, and you can feel the difference in the corners.

Specification	BMW R1100RT	Honda ST1100A
MSRP	\$15,990	\$12,999
Engine		
Type	Air/oil-cooled, twin cylinder	Liquid-cooled, 90° V-4
Bore x stroke	99 x 70.5mm	73 x 64.8mm
Displacement	1085cc	1084cc
Compression ratio	10.7:1	10.0:1
Valves per cylinder	4	4
Carburetion	Fuel-injection	34.5mm downdraft CV (4)
Ignition	Electronic	Solid-state digital
Drivetrain		
Clutch	Single plate w/diaphragm spring	Hydraulic
Drives system	Shaft	Shaft
Suspension		
Front	Telelever w/central spring strut, coil spring	41mm cartridge fork w/TRAC
Front wheel travel	4.72 in.	5.9 in.
Rear	BMW Paralever swingarm/shaft drive, single-tube shock	Single shock, swingarm
Rear wheel travel	5.31 in.	4.7 in.
Brakes		
Brake system	BMW ABS II	ABS
Front brake	Two four-piston calipers	Dual disc with win-piston calipers
Rear brake	Hydraulic two-piston floating caliper	Single disc with twin-piston caliper
Wheels and Tires		
Wheels	Cast alloy, three-spoke U-profile	Three-spoke, cast aluminum
Front tire	120/70-ZR17 tubeless	110/80V-18 tubeless
Rear tire	160/60-ZR18 tubeless	160/70V-17 tubeless
Dimensions		
Wheelbase	58.4 in.	61.2 in.
Seat height	30.75/31.50/32.25 in.	31.5 in.
Dry weight (claimed)	563 lbs.	659.2 (ABS-TCS)/634.9 lbs.
Fuel capacity	6.5 gal.	7.4 gal.
Special features		
Traction control	No	Yes
Anti-dive preventive	Yes	Yes
Detachable saddlebags	Yes	Yes
Stereo	Yes	No
Heated grips	Yes	No
Warm-air ducts	Yes	No
Adjustable seat	Yes	No
Adjustable shift lever	Yes	No
Adjustable wind screen	Yes	No
Adjustable shock preload	Yes	Yes
Adjustable shock rebound damping	Yes	Yes
Adjustable shock compression damping	No	Yes
Adjustable front suspension	No	No
Single-key lock system	Yes	Yes
Breakaway mirrors	Yes	Yes
Accessory power sockets	Yes	No
Luggage rack	Yes	No
Clock	Yes	Yes
Fairing tip-over protectors	No	Yes



(Above) BMW claims the R1100RT was designed as the company's full-on, luxury tourer, but light weight combined with precise handling and accurate cornering abilities give the Beemer a sporty feel. (Below) Both bikes can be ridden all day on a tank of gas, but the ST1100 (shown) will travel a lot longer between fill-ups thanks to its huge 7.4-gallon tank.



opt for the more straight-up-and-down riding position of the BMW. We also liked the BMW's seat better; it's certainly wider, flatter and offers more back support than the Honda's pad, and an added bonus is that you can adjust the seat height on the BMW. We ran ours on the highest position most of the time.

The BMW's electronically adjustable windscreen is worth its weight in gold. For many riders, this could be the single biggest advantage the RT has over the ST. We usually ran the BMW with the screen in its highest position to lessen wind noise and to fend off arctic blasts.

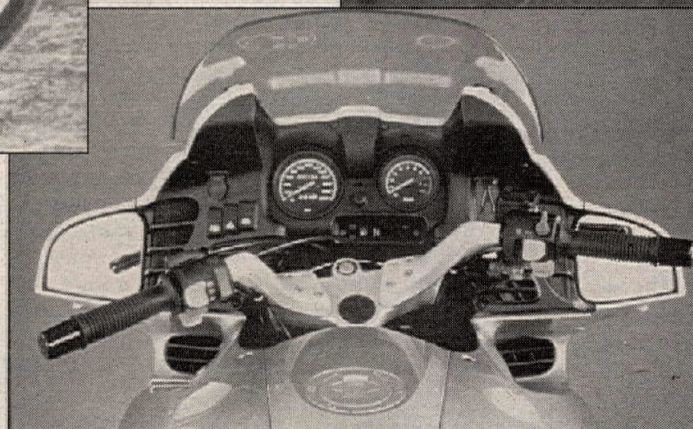


COMPARISON

BMW R1100RT vs. Honda ST1100



(Left) The BMW offers more in the way of standard accessories than the Honda, including, a stereo, heated grips and an electronically adjustable windscreen. (Right) The windscreen on the ST1100 is non-adjustable. Traction control is one of the ST1100's unique features.



(Left) The modern cockpit of the R1100RT provides plenty of useful information.

While we were testing these two bikes, prior to our trek to Prescott, picking a favorite seemed to be an utter impossibility. On one hand you have the ruthlessly Teutonic R1100RT, the modern iteration of the classic Boxer touring rig, which also happens to be a respectably capable back-road bomber. On the other you have the almost seductive, oh-so-red ST1100 - definitely the hot rod of the two - featuring all the usually disparate qualities that have made Honda famous in both the touring and sporting realms, but in one bike. Despite their dissimilar origins, the net experience on shorter rides was confoundingly similar.

But then we went to Prescott - the long way. Some 10 hours after leaving the Los Angeles area, the answer began to make itself more evident. The balance was tipping in the Beemer's favor, and the deal was sealed on the return trip.

Where the Honda suffered in relation to the BMW was in comfort, and that's saying a lot for the German bike. After more than 800 miles of riding in two days, I would have preferred to spend the last leg of the trip on the more supportive (and adjustable) seat of the BMW, behind its more protective (and adjustable) windscreen, and in its cooler, uh, cockpit. When the ambient temperature rose above 90, engine heat from the ST cooked my thighs like holiday hams. And the following day, in the cold high-desert morning of Prescott, being greeted by the heated grips of the R1100RT made all the difference in the world.

Overall, the R1100RT fit my tallish frame better. On the Honda, my long femurs placed my knees on the trailing edge of the middle fairing, which is fine for a short jaunt to the grocery store. But after burning a tank of fuel on the ST (over 350 miles), it's the little things that finally drive you over the edge, and the contact becomes an issue. Likewise for the ST's windscreen, which around town was fine, but at highway speeds my head was too high by just enough to put it smack into the turbulent air spilling off the top, making earplugs (and after a while, aspirin) a necessity.

In contrast, the BMW's adjustable screen means you can choose - a steady blast in its lowest position or a pocket of still air with a slight pressure on your back in its highest.

And putting the big twin's adjustable seat in its uppermost position meant that too little leg room was never an issue.

Adding to the comfort of the BMW was its superb suspension. The Telelever front end's inherent anti-dive and excellent compliance and control made easy work of interstates and mountain roads alike - and the Paralever rear (with easy, no-tools preload adjustment) took the edge off all but the most heinous of potholes.

Handling for the two bikes once into a corner was very similar. The difference was in entering a curve, the BMW accommodating directional changes with greater ease, partially due to the fact that it weighs nearly 100 pounds less than the Honda.

As for the luggage, both sets of bags offer a good deal of packing space, though neither would fit my extra-large full-face helmet. Either set is easily removed, but in the Honda's favor, not needing a key every time you want to open or close a bag is definitely a plus and made dealing with the Beemer's cases seem far less convenient.

The only area where I found the Beemer at a disadvantage was in the powertrain. The Honda's had an uncannily integrated feel, the linear, smooth power urging you forward and well above any posted speed limit. And it sounds great too. The BMW, on the other hand, feels more like an engine connected to a transmission connected to a wheel. And you won't find too much inspiration in the flat exhaust note either. But while the power from the BMW offers less zip just about everywhere but at the very bottom of the rev range, it's certainly adequate, and it too will compel you well beyond the legal limit without undue stress on powerplant or rider.

In the end, though, the power and smoothness of the Honda weren't enough to elevate it above the overall better accommodations of the BMW. Yeah, the Beemer costs more but it will keep pace with the Honda in all but the most aggressive sections of tarmac, while simply being more comfortable no matter the road or the weather.

Mark Hoyer

Looking back over the past few weeks, after spending many miles and hours of touring and commuting on both the Honda and the BMW, I must admit that there are more things I like about the ST1100 than the R1100RT, but when it comes to choosing which bike I'd spend my hard-earned dollars on, as strange as it might sound, I'd most likely head down to my local BMW dealer. Why? Because the few things I did like better about the BMW were, for me, important things - things that can make the difference between an enjoyable ride or a miserable ride.

But first:

I simply loved the linear and smooth powerband of the ST1100, and the fact that there's hardly any vibration to speak of. I savored the Honda's precise shifting, its firm yet supple suspension, and the easy-to-use saddlebags. I also cherished the Honda's huge gas tank, and the TCS gave me peace of mind. Never used it, though. Basically, I like this motorcycle very, very much.

But the BMW has a few outstanding features that, at least for me, outweigh all of the Honda's other advantages. First of all, the BMW fits my six-foot frame significantly better than the Honda; like Mark, my knees also rub on the corners of the fairing lowers, which annoys me to no end. Plus, the more-straight-up-and-down riding position of the BMW is more agreeable for those long days in the saddle.

The BMW's variable-pitch windscreen is a tourer's dream, but what probably clinches it for me in choosing the BMW over the Honda is the fact that the bike's better suited for a wider variety of weather conditions, mainly the cold. The combination of heated grips, a dash-mounted "heater," tall windscreen and large fairing go a long way to keep you from being completely miserable on those frosty mornings and cold days. Plus, the protruding cylinder jugs also deflect cold air off the rider's feet and provide some heat, too. As you can tell, I don't like being cold, and this is something I seriously take into account when choosing a touring bike.

And then there's the stereo. Having a stereo on the BMW is an added bonus, even though the sound isn't the highest of quality. But for daily commutes on the slow-moving and congested freeway systems of Los Angeles, the stereo is acceptable. You can't listen to traffic reports on the Honda.

While I very much like the appearance of both motorcycles, there's something about the BMW's concept-bike look that really captures my attention.

Nevertheless, there still are several things that don't sit well with me when it comes to the BMW. I'm not particularly fond of the vibration, the sideways torque-effect, the rear suspension, the awkward-to-operate sidestand, noisy gearbox, the overly complex saddlebags and the fact there's no glove box in the fairing. On the other hand, I also like the Beemer's plush front suspension, torque motor, modern-looking cockpit, adjustable seat, and rear rack.

Overall, both motorcycles perform remarkably similarly, despite each manufacturer taking completely different avenues to arrive at the same place. In my opinion, the BMW makes a better everyday motorcycle, a bike you can ride all year long in any weather condition, while the Honda is better suited for shorter jaunts in more touring-friendly climates.

So, when it comes to choosing between the two, I say, give me the heat.

Kit Palmer

The lowest position is pleasant for around-town, video-store touring or when it's warm out. With the ST's fixed windscreen, you have no option other than dipping your head in or out of the slipstream. Buffeting was more of a concern (and a headache) on the Honda than the BMW.

On cold mornings, as was the case in Prescott, we played rock/paper/scissors to decide who would get to ride the BMW. The RT is, for many reasons, the bike of choice when the first thing you see after opening the hotel door is your breath. For one, the BMW's wide fairing and windscreen simply do a better job of keeping windblast off the rider; two, the mirror/blinker assemblies double as hand protectors; three, the RT has heated grips; and four, the warm air coming off the forward-mounted oil-cooler can be funneled onto the rider's hands via vents in the fairing. Need we say more?

The sound system on the BMW is an obvious bonus over the ST. However, the stereo is held back by raspy-sounding, dash-mounted speakers which simply can't handle all the watts needed to overpower wind noise. It didn't take us long to blow out one of the speakers. The stereo works fine when riding around town but you have to constantly fiddle with the volume knob since it is not rpm-regulated. But at least the Beemer has a stereo.

If you hate stopping for gas as much as we do, then you'll definitely appreciate the Honda's huge 7.4-gallon gas tank. Even the BMW's 6.5-gallon tank isn't anything to scoff at. On the open highway both bikes will do over 300 miles on a tank of gas; the longest we dared stretch a tank on the BMW was 306 miles; the Honda, 340 miles. According to our calculations, the Honda gets approximately three highway-miles more to the gallon (51.5 mpg) than the BMW.

Carrying a quart of oil in the Beemer's saddlebag is a good idea. By nature, the Beemer consumes oil like it's going out of style. BMW recommends keeping close tabs on the oil level, which can easily be done via a small window under the left jug. We had to add a half quart every 1000 miles or so.

We like the Honda's saddlebags more than the BMW's. As far as usability, the Honda bags are less complicated to operate and don't require a key every time you want to open and close them like the BMW's bags. Moreover, the Honda bags are narrower and are color-matched to the rest of the bike. In contrast, the BMW's black-colored bags are bulbous and really don't compliment the looks of the bike. The bags on both bikes are spacious enough to store at least a medium-size helmet (but not an XL) and can be detached and re-attached easily, perhaps a little easier on the BMW. While cruising down the road, the Honda bags jiggle around a little, while the BMW bags mount solidly.

One nice convenience the Honda has over the BMW are the two small storage compartments (one locks, the other doesn't) on each side of the fairing - the BMW has no such glove box.

There is no denying the fact that the Honda ST1100 and BMW R1100RT are outstanding motorcycles, but which one is better? Well, that's hard to say, especially after you take into account what each bike has to offer and how much they cost. But we certainly have our personal opinions. And they favored the BMW. **CN**

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.

Jeff Gundlach's "Thirty Five and the Volcano"

The first in a new series of limited edition prints by noted artist Jeff Gundlach is now available. Gundlach, whose last series of motorcycling prints was published by Cycle News and whose work has graced the covers of American Motorcyclist magazine and Cycle News, has chosen a 1935 Indian as the featured motorcycle on the first print which is entitled "Thirty Five and the Volcano."

The print is one of the first examples of a totally new four-color printing process. This new process produces ultra-high quality printing without the traditional dot patterns of previous processes. The result is a unique wet look and the closest you can get to the original in a printed process. In line with the quality of the printing process, the artist selected 80lb. cover weight paper of extremely high quality for the series.

"Thirty Five and the Volcano" is a limited edition of only 250 copies and each print is signed and numbered by the artist. The print is 19" wide by 24" high and the image is 17" wide by 20" high. It is available for \$150, which includes insured shipping in a crushproof tube.

Your purchase of the first print in the series will reserve the same numbered print of the next and following prints in your name. You will be notified in advance of the release of each new print and given ample time to place your order before that number print is made available to another collector.

The original painting of "Thirty Five and the Volcano" is 5' wide by 6' high, oil on stretched canvas, and it is available for \$10,000.



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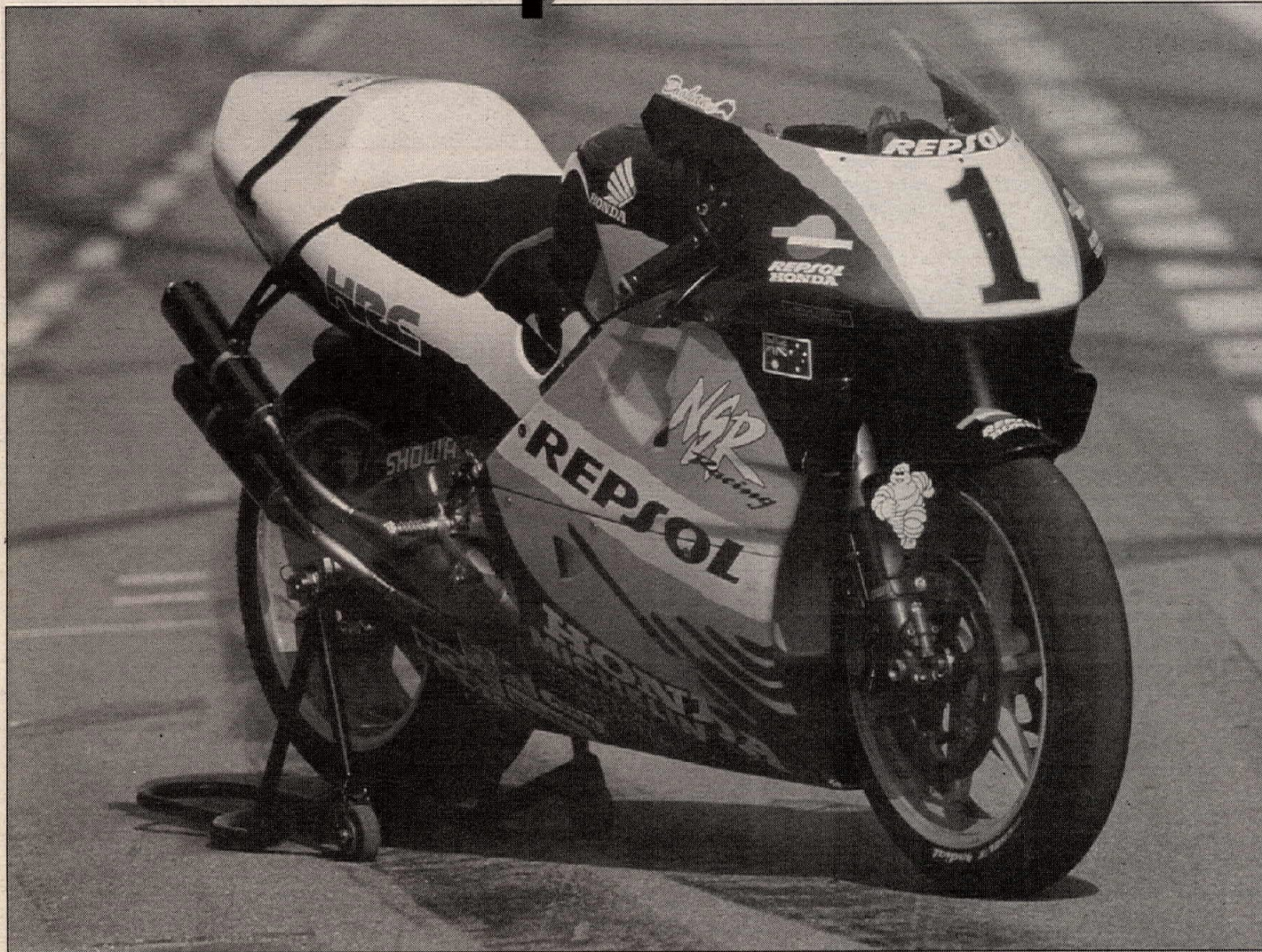
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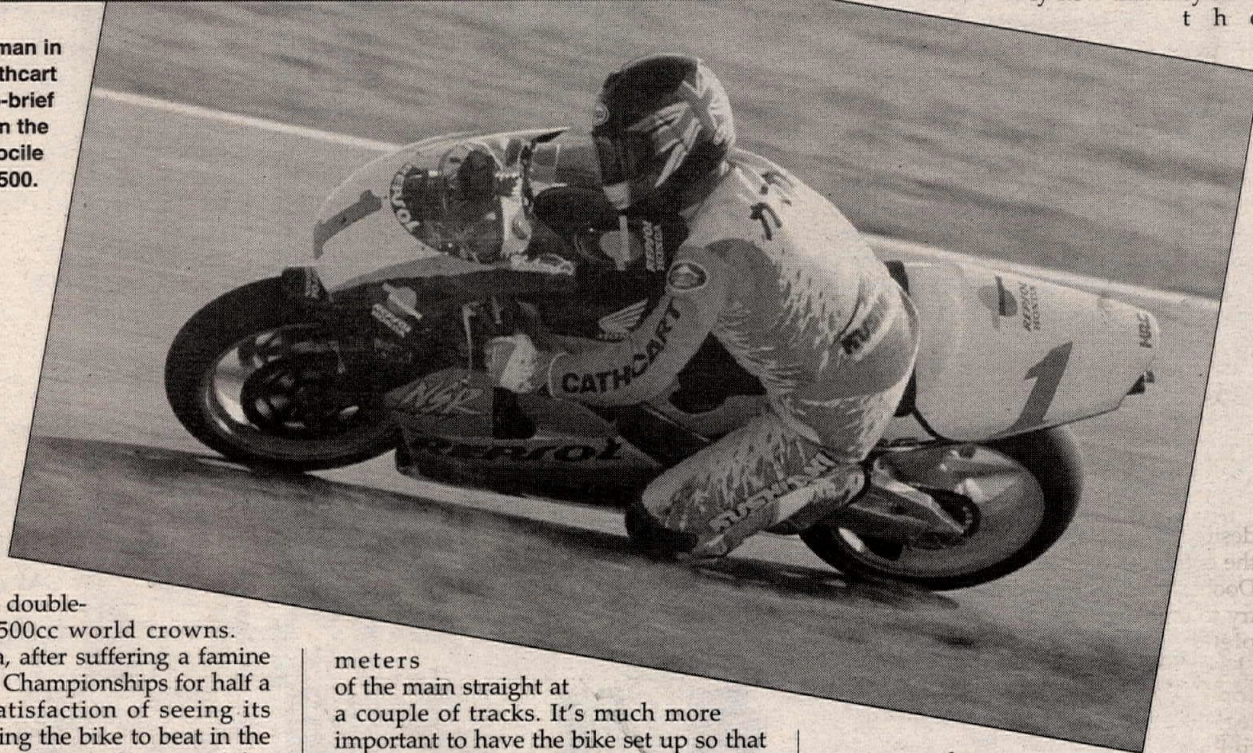


By Alan Cathcart
Photos by Emilio Jimenez

It is a racing cliché that defending a championship title is more difficult than winning it in the first place. That might explain Michael Doohan's slightly problematic 1995 Grand Prix season. As the man widely considered a shoo-in to retain the 500cc World Championship he finally won in 1994 for the first time, Doohan suffered a crucial blip in his GP fortunes. After comfortably winning the first two races of the season aboard his Repsol-sponsored Honda NSR500, uncharacteristic race crashes in Spain and Germany, plus a near miss on the last lap in Japan, left the resolute Aussie locked in a battle for the world title with Suzuki-mounted compatriot Darryl Beattie. But then Doohan's true grit came to the fore, as he reeled off a quartet of successive GP victories to put an option on the championship, a title he went on to clinch with two runner-up finishes to the suddenly competitive Yamaha ridden by Luca Cadalora, followed by a brilliant ride through the field after a lousy start to win in Argentina.

The fact that he finished off the rostrum - for the first time since Jerez in 1993 - in the final GP of the year at Catalunya (the Spanish sunshine obviously doesn't agree with the Queenslander) by placing fourth, in a race won by his teammate Alex Criville in a photo finish with the third Repsol Honda team rider, Shinichi Itoh, didn't dent the

(Right) Our man in Europe Alan Cathcart takes an all-too-brief spin on the surprisingly docile NSR500.



Doohan dominance in a double-up season of 500cc world crowns. And for Honda, after suffering a famine of 500cc World Championships for half a decade, the satisfaction of seeing its NSR500 becoming the bike to beat in the mid-1990s must be ample reward for their patient development of a design that in its present form is now four years old, yet still top of the class, winning nine out of the 13 500cc GPs run in 1995.

Nobody has demanded a process of evolution rather than revolution more insistently than the two-time World Champion himself.

"Honda used to be blinded by horsepower figures," Doohan said. "But I'm not interested in top-speed performance which you only use for the last 100

meters of the main straight at a couple of tracks. It's much more important to have the bike set up so that it's rideable into turns and responsive out of them. That's where you win races, and that's where Honda's development has been going for the past couple of years - refining the bike's behavior rather than trying for outrageous horsepower. It's worked. We've run into a couple of hiccups now and then, mainly to do with suspension, but now the balance is pretty good and it's nice to ride. You'll see for yourself when you get the chance in a minute - only don't overrev it like I've

seen you've done in some of your previous tests of our bike. I never change up any higher than 12,300 rpm or so, because even if it does rev over 13,000, firstly the power falls off, and secondly when you do change up that high, it means you hit the next gear with the motor in the fat part of the powerband, all ready to unhook the back wheel. Just ride the power curve and use the torque. You'll find it's much more controllable."

Okay, so I'd been given poor grades from the teacher for the previous year's work. But I also had a chance to redress the balance coming up right there and then at the Catalunya track the day after the final GP of the season, at a test day organized by HRC to replace our annual November date at Suzuka with its works racers. Only this was a press extravaganza par excellence, with so many hacks from so many countries that we were each restricted to five laps on Doohan's bike - an insufficient amount of time for a serious appreciation of what it's like to come to grips with a World Champion 500, or to ride it at even 90 percent of its normal potential. And in my case, even though Honda's sponsor Luciano Benetton did a nice job of scrubbing in the new tires for me at a pretty respectable pace (well, he is Italian, so it's in his blood), the fact that I was the first journalist out on the bike meant I had to contend with the 10-ton truck collecting the Airfence from the previous day's race moving in the opposite direction to me on the circuit. Not your usual on-track hazard, but with no chance for a second session, I did end up learning one thing: this 190-bhp-plus World Championship-winning GP racer is as easy to ride as a street-legal superbike in these sort of conditions - thanks to Honda's mastery of the electronics package which, allied with the Big Bang engine format they introduced three years ago, transforms the megapower delivery of this demonbike.

Maybe Honda should consider launching a street version. Especially now that they have

means to clean up the exhaust emissions, thanks to the PGM F1 fuel-injection system they developed on the bike in '93, but which hasn't been seen on the NSR500 since the start of last season.

Resisting the urge to turn left instead of right at the last turn before the Catalunya pits and head off into the mountains bordering the circuit - damn, no license plate - I headed back to pit lane for a talk with Shigeru Hattori, the HRC engineer in charge of the NSR500

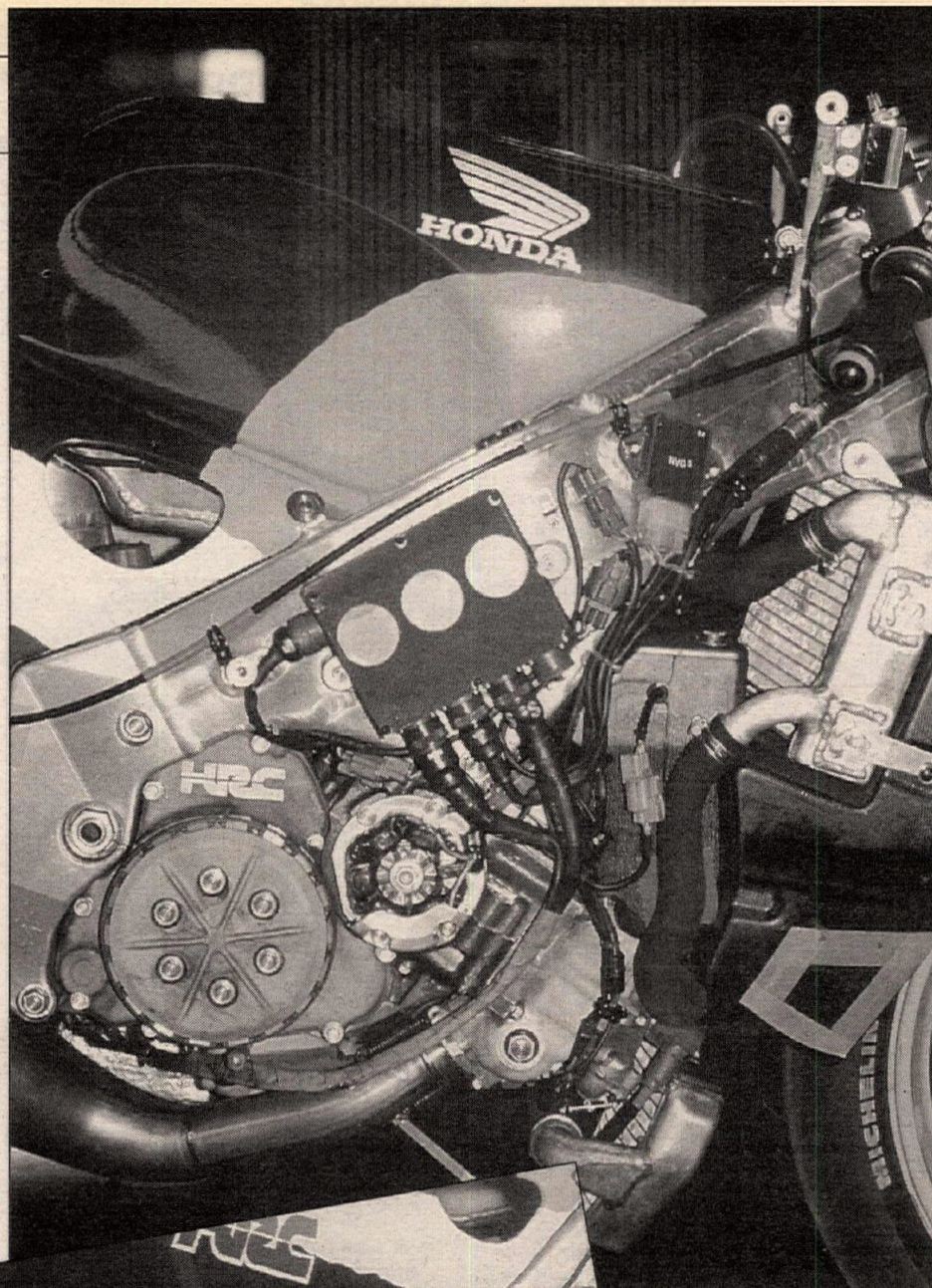
project. One thing I'd noticed was that the Honda's pickup out of a turn seemed even more smooth but no less vivid than in previous years. The throttle response was so delicate and precise, it could lead you to believe you were riding a fuel-injected bike - and I wasn't. How come?

"The changes we made to the 1995 model NSR500 were aimed at improving the bike's power delivery and usability, according to Doohan-san's wishes," said Hattori. "We also tried to improve the balance of the bike, and the feel the chassis gives back to the rider."

To do this, Honda made a surprising change to the NSR500 frame package. Rigidity is everything on a GP race chassis, right? Wrong. The new swingarm introduced for '95 was designed to be less stiff in a lateral direction than its predecessor, while more stiff torsionally - as well as up and down. The aim, says Hattori, was to get an improved contact patch for the rear tire as well as extra feel for the rider under hard acceleration, in search of the improved balance factor.

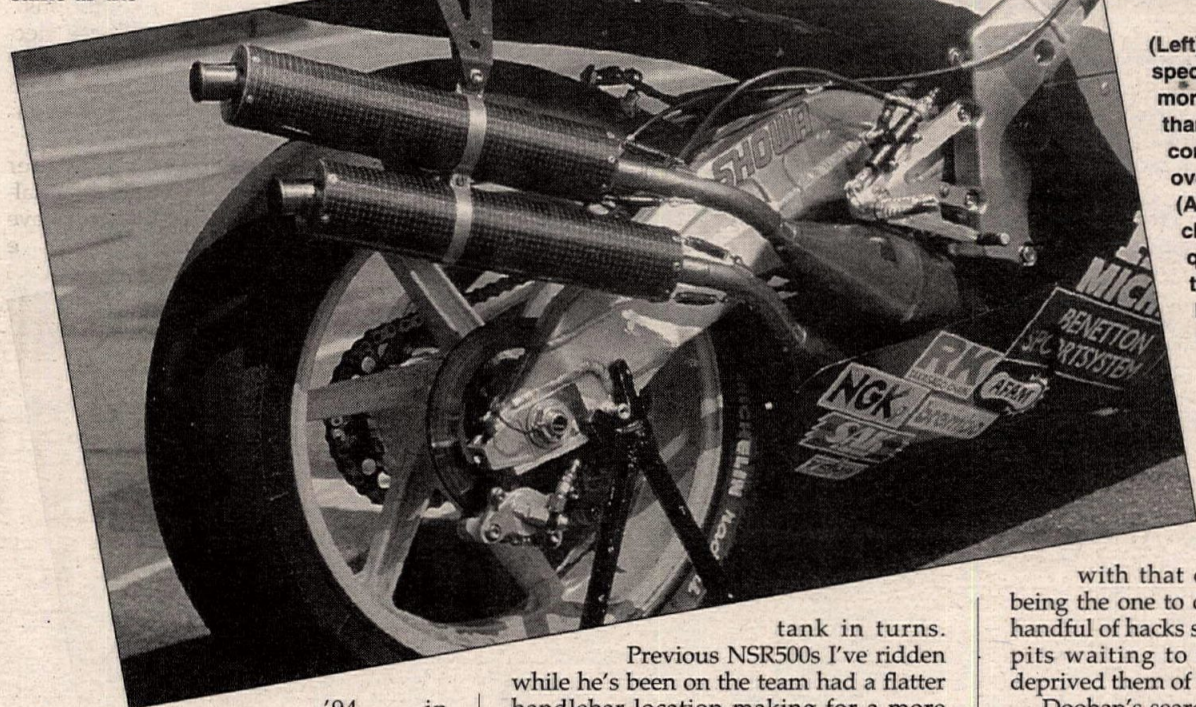
"Ten years ago, we always sought more power from the engine, but now it is the way the rider can use that power which is more important," he says. "It's the same with the chassis: We kept making Eddie Lawson's NSR500 stiffer and stiffer the year he won the World Championship for Honda in 1989, but still it wouldn't handle properly. So now HRC engineers understand that balance is most important, and if that means the chassis must actually be made less stiff, we must do that."

In other respects, the '95 NSR500 chassis was essentially the same as the



(Left) The swingarm was specially designed to flex more in the lateral direction than in the past for better compliance when heeled over.

(Above) Though HRC claims to be in search of quality power, rather than quantity, the NSR500 still pumps out nearly 200 horsepower.



'94, in keeping with Doohan's desire for evolution, not revolution. But the emphasis on high corner speeds that Doohan's riding style dictates led HRC to try to improve front-end grip, with completely new internals for the 43mm Showa forks, as well as a meatier lower triple clamp that extends down the fork leg - like Antonio Cobas made for Alberto Puig's Team Pons NSR last year - to make the front end stiffer.

I got a surprise when I came to ride the bike, which was the very same one that Doohan had ridden to fourth place the day before, with red numbers, whereas the other one with a set of blue number ones was in fact Criville's race winner fitted with Doohan body work. Doohan has a quite distinctive riding position, close-coupled with the bars quite steeply angled, which allows him to throw a fair bit of body weight on to the front wheel by crouching over the

tank in turns. Previous NSR500s I've ridden while he's been on the team had a flatter handlebar location making for a more upright stance - maybe Itoh's bikes wearing the clothes off Doohan-san's NSR? Doohan also uses notably soft suspension settings, as part of his aim to get the bike handling in a smooth and balanced fashion into turns.

You can feel the front tire's behavior better than on any 500cc GP bike I've ever ridden, and that includes other Hondas, with every ripple in the track surface transmitted to the rider back through the bars. Uncanny. On one lap I got too deep into the turn at the end of the short back straight, and as I was forced to start working the front tire more to pull the bike back on line, I could honestly feel the way it started to squirm and protest a little as I explored the outer limits of the envelope of grip. This was a compliment to Michelin and Showa as well as to crew chief Jerry Burgess, the man who translates Mick's wishes and feedback into the right setup. Phew! I was glad I got away

with that one, though: Imagine being the one to deck an NSR500 with a handful of hacks standing hungrily in the pits waiting to devour the guy who deprived them of their ride.

Doohan's search for a relatively softly damped, balanced chassis package has rubbed off on other Honda riders, if only for the reason that HRC's development of the NSR500 has naturally been targeted at satisfying their top rider's wishes. It makes sense for the others to follow the same setup, even if it means altering their own riding style to suit. Criville is the best example of this.

"Two years ago when I started to ride the 500 Honda, I liked a stiff suspension setup to make the bike feel more like the 125 and 250cc GP bikes I was used to racing," said a watching Criville at the Catalunya test day. "I also had the back end set quite high for the same reason, and to try to improve front-end grip when I braked deep into the apex of a turn. But then I came to realize that Mick's way of riding the bike is much better - he doesn't brake so hard or so late as other riders, but he has the suspension set up quite soft and with the

bike balanced (that word again) at both ends. That way he can carry a lot of corner speed into the turns, and make the suspension work to iron out any bumps smoothly. I try to do the same now, but the only difference is the way we each use the rear thumb brake - I have one fitted to my bike, too. Mick uses it entering the turn, to get the bike set up right on the way in and adjust his corner speed, whereas I use it in the middle of the corner, just to pull the bike upright a little and use the fat part of the tire for a good, hard drive out of the turn."

So what began as an emergency measure to allow Doohan to use the rear brake he relies on more heavily than most other riders, in spite of his damaged right leg, has now become a standard fitting for works Honda riders. Tadayuki Okada even uses one on the NSR250. I can't truthfully say that I came to terms with using it in the approved Doohan manner during my meager five laps, though I did try following the Criville course and it works - especially cranked over in a right-hander where you'd have a job to use a foot pedal for the rear brake (the dual setup was specially fitted by Honda for the test day: Mick and Alex normally don't have a foot brake) to pull the bike upright for an early drive out of the turn. With more practice, I'm sure it would become an asset.

You don't need more practice to appreciate how good the latest spec Brembo carbon brakes are on the NSR500. It's just a case of them being fantastic. Once warmed up (best done by dragging the brake down the front straight as you exit the pits), they deliver much more sensitivity than any other "black" brakes I've tried before. But they still provide the same anchors-out stopping power at minimal lever effort, allied with reduced gyroscopic effect to make the bike steer and change direction more easily. For a 500cc GP bike capable of harnessing almost 200 bhp, the Honda is almost nimble, it handles so well.

If I went into a turn with a little too much speed, a light touch on the lever was all it needed to slow the bike down and get back on line to the point that I forgot I was riding with carbon brakes, which aren't usually so sensitive. The secret is in the new material Brembo sourced this year from Mitsubishi in Japan, says Jerry Burgess.

"Mick's not a hard braker, but even so, the fact we got through the whole season with just two disc changes is pretty remarkable," he says. "The new material operates at much lower temperature than before - 230 degrees rather than 280 degrees - so that accounts for the same feeling as a metal brake, while delivering the extra stopping power. We don't ever use disc covers any more to keep up operating heat, and pads last much longer as well, though we do take care to clean the dust away very thoroughly after every outing. But the Mitsubishi material makes carbon brakes an option for any level of racing - even Superbikes!"

Grand Prix constructor and team owner Steve Harris listened in amazement: "We spend 1400 pounds every three to four races on a new set of discs," he says, "and 400 pounds every race on pads. This stuff is a great cost saving once it becomes readily available next season."

The improved brakes are an example of the many detail refinements that Honda wrought on the NSR last season, while at the same time discarding some of its more-creative high-tech developments, like the PGM FI fuel injection Itoh raced with throughout 1993 and early in '94; the water injection to vary exhaust

performance that Doohan debuted in the Catalunya GP a year ago; and the Showa semi-active electronically programmable rear suspension that Criville has been using on and off for the past year, but has now cast aside in favor of a conventional rear shock.

"We achieved the same level of performance and rider control with fuel injection as with carburetors," says Hattori. "But we could not obtain any additional performance, so for the time being we have put this to one side, though our research will be valuable for future two-stroke applications (like an NSR500 roadster, eh, Hattori-san?). Mr. Criville used the electronic rear shock to adjust the suspension to his liking last season, but now he prefers to keep the same setting throughout a race, and Honda did not push him to use it. The electronic suspension is only an additional factor to be used at the rider's option. His choice: Mick-san never used it ("One more thing to go wrong," was the reason he gave us). And we preferred not to pursue further development of the water injection, because of the weight penalty, which is more than 6 kilograms (12 pounds) at the start of a race. Instead, we developed a new electronics system aimed at achieving the same result without adding greatly to the weight."

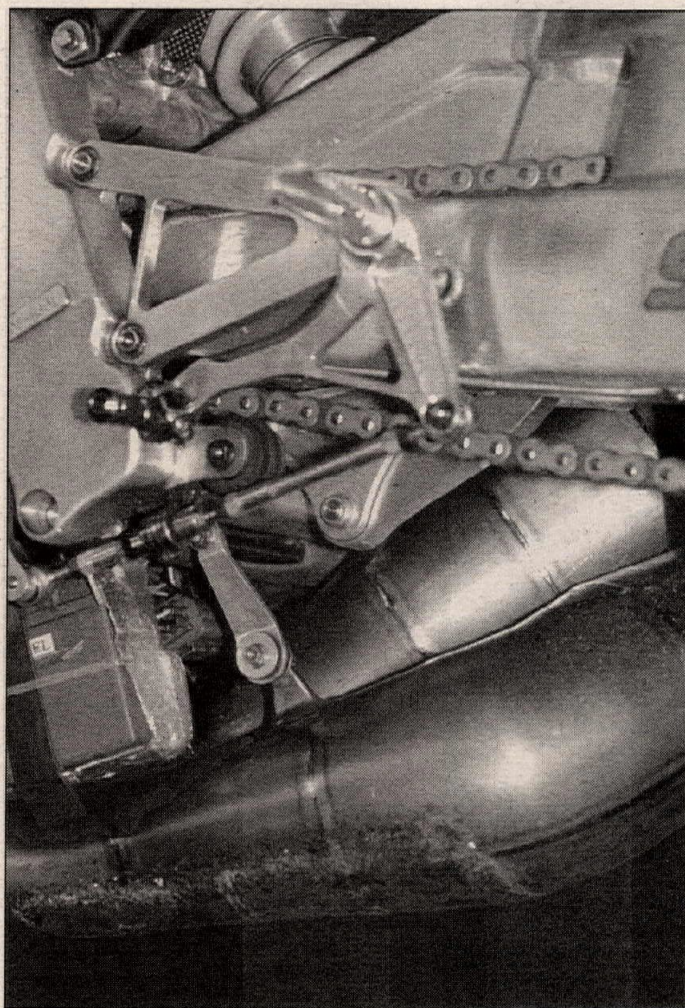
Weight is a factor with the NSR500, hence the magnesium crankcases fitted to the Doohan bike I rode, which allow it to scale close to the 130kg (286-pound) weight limit. The aluminum cases fitted to the other NSR riders' bikes add almost seven pounds to that figure.

"The magnesium crankcases are less stiff, which can cause the crankshaft to twist and bring problems with conrods," says Hattori. "Also, we must replace them every two to three races, whereas the aluminum ones last four times longer, so for reasons of budget as well as reliability, we prefer to concentrate on aluminum cases in the future."

That's one reason that all four exhaust pipes are now titanium, rather than only the top two like last year. But developing a new electronics package to yield the same improvement in midrange power and ridability, without the extra weight of the water injection system, was a big step forward and presumably accounts for the roadster-like behavior of the single-crank, 112-degree, V-four engine, which otherwise is little changed from last year: Minor improvements in porting and ignition have added an extra 3-4 bhp, bringing the output to over 190 bhp at 12,500 rpm for the first time.

But it's the improved pickup from 8000 to 9000 rpm or so that you really notice: There's no jerk when you get on the gas again to exit a turn, and the already meaty midrange power delivery has been made, well, T-bone sized.

The completely new carburetors Keihin developed for this season are part of the equation: Still a 36mm, dual-body type, they have a completely different internal design with different valving aimed at improved response from a closed throttle. The new electronics system combines a programmable RC valve for the exhaust (still with a sensor on one of the carbs to monitor slide position) with the ignition curve and engine speed to deliver the same variable response but in programmable form, so you can choose a different option for a wet track, or a track like Rio de Janeiro without much grip. This gives Honda improved control over engine behavior in the vital midrange that Mick Doohan focuses on. By following his advice and changing up at just over 12,000 rpm, I was able to



(Left) The exhausts are made of titanium. The water-injection system tested early in the season was abandoned because of its weight penalty.

appreciate that. Sure, the Honda has heaps of top-end power, but it's that mega midrange that propels you out of the turn as if you had a rocket strapped to your back.

Now accustomed to a speed shifter on my own race bikes, as well as most of the other ones I test, it was a surprise to find that Honda still doesn't fit one to the NSR500. Okada's NSR250 I rode the same day had one.

"Frankly, it's not good for the gearbox and we did have problems when we tried one out," says Jerry Burgess. "But Mick's technique is so good, he doesn't really need it. Our telemetry shows us he closes the throttle only five percent to change gear, compared to other riders' 30 percent, but he's still kind to the gearbox."

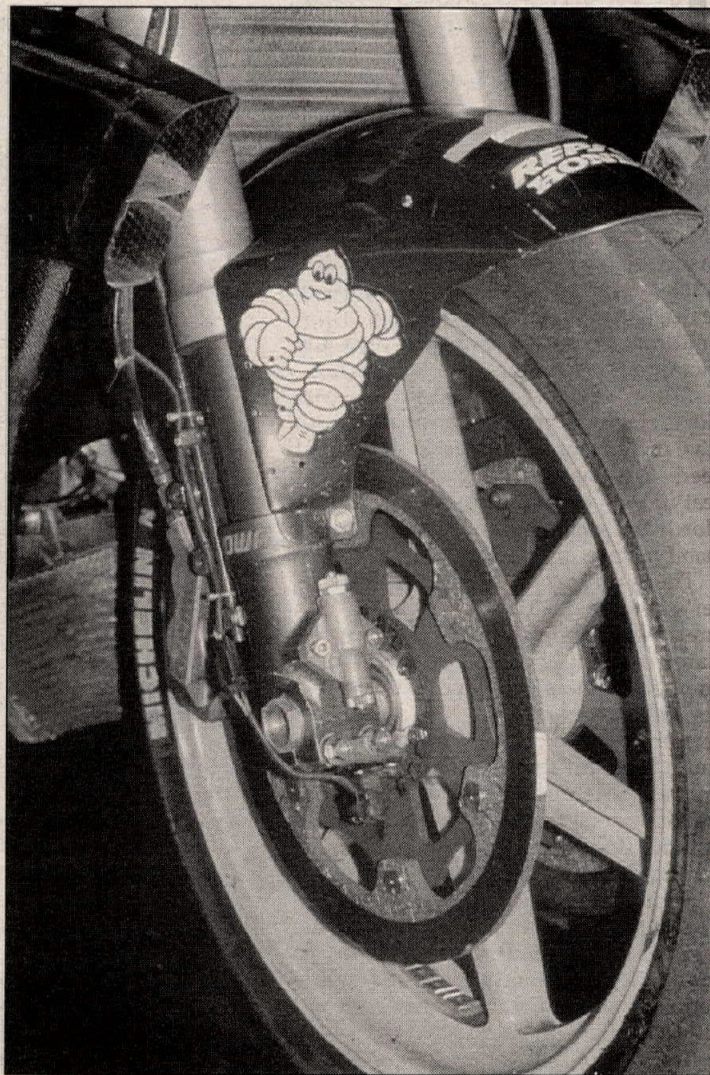
Honda did use a primitive form of traction control for starts this season, but this wasn't fitted to the bike I rode. The device retards the ignition in the first two gears off the start line to limit wheelspin, then automatically disengages when third gear is selected. The rider has the option of switching it off altogether via a button on the dash. It might have come in handy for outspinting the Airforce truck to the next turn, if he'd been going in the same direction on the track as me.

Honda has also experimented with a hydraulic clutch, with a softer operation that would give the rider's left hand, which also has to work the thumb brake, an easier time. But that wasn't fitted, either: Instead, it was noticeable that the clutch action on the Doohan bike was lighter than before, thanks to lighter springs being fitted because he is so easy on the clutch.

But apart from minor improvements like this, Honda is in danger of running out of development on the NSR500: Four years down the line, it's been refined into the nearest thing to perfection on two wheels, a motorcycle so effective and ridable it's effectively competing against itself, as the clean sweep of the first four positions in the Catalunya GP the day before the test showed. Nothing succeeds like success, but talking to Honda pit

crew and engineers, there's obviously a sincere desire for one or more teams to start pushing them harder - a race like Argentina, where Doohan had to ride through the pack to win, gives a greater buzz than an easy victory.

There's no doubt that Honda's decision to develop a V-twin 500 for the privateer market is partly aimed at stimulating their capable engineers with a new challenge. The only problem is, it'll have to compete against the NSR500, with Doohan riding the V-four. Now *that's* a challenge.



(Right) New Brembo carbon brakes work at a lower temperature than in the past, and so offer better feel, without a sacrifice in outright power.

HONDA NSR500

Specification

Engine	Water-cooled, 112-degree V-four, crankcase reed valve, two-stroke with computerized electronic power valve
Dimensions	54 x 54.5mm
Capacity	499cc
Output	Over 190 bhp at 12,500 rpm (at gearbox)
Carburetion	4 x dual body 36 mm Keihin with electronic power valve sensor
Ignition	Preprogrammable computerized electronic CDI
Gearbox	6-speed extractable
Clutch	Multiplate dry
Chassis	Extruded-aluminum twin-spar frame with fabricated swingarm and steering-head pivots
Suspension	
Front	43 mm Showa inverted telescopic forks with carbon-fiber sliders
Rear	Fabricated-aluminum swingarm with Pro Link rising-rate linkage and Showa shock with titanium spring
Head angle	22.5 degrees
Trail	95mm
Wheelbase	1405mm
Weight	288.2 pounds dry (as tested)
Weight distribution	55/45%
Brakes	
Front	2 x 290mm Brembo carbon discs with four-piston Brembo calipers
Rear	1 x 196mm HRC ventilated steel disc with two-piston HRC calipers
Tires/wheels	
Front	12/60 17 Michelin radial on 3.50 in., HRC wheel
Rear	18/67 17 Michelin radial on 6.00 in., HRC wheel
Top speed	Over 195 mph
Year of construction	1995
Owner	Honda Racing Corporation, Saitama, Japan



Plessinger pours it on

By Davey Coombs

LYNNVILLE, IN, OCT. 22

Just last week we reported how Scott Summers had peaked at the perfect moment in his quest for the AMA Grand National Cross Country Championship. This week it's another off-road series and another Scott that has hit his stride. Team KTM's Scott Plessinger used a last-second pass on Suzuki's Rodney Smith to move closer to the 1995 AMA National Hare Scrambles Championship title. Plessinger captured the Black Coal National Hare Scrambles near Lynnville, Indiana, after passing Smith just 50 yards from the finish line after three hours of nip-and-tuck racing.

"This one feels great!" said 28-year-old Plessinger from Hamilton, Ohio. "I've got my confidence back up where I need it. I was really down after I got beat in the cross country race at Mount Morris last week, but today I rode better than I have in quite a while."

The win puts Plessinger in the driver's seat in the 1995 title chase. With one round remaining in Washington state, Plessinger needs only to finish third if Summers wins in order to clinch his third career AMA National Hare Scrambles title. For defending champion Smith to claim the title it would take a finish of sixth or worse for Plessinger and Summers, tripled with a Smith win. "I think that I'm in a pretty good position right now," added Plessinger.

Summers finished third at the Black Coal after riding in contention for the win all day. Fourth overall went to enduro legend Randy Hawkins, while Pennsylvania's Duane Conner scored fifth overall.

The Black Coal National Hare Scrambles was produced by the Indiana-Illinois-Kentucky Enduro Riders. The club set up their nine-mile-long trail in a reclaimed coal area. The consensus among the top finishers of nearly 300 entries was that the course was fun and unique.

"It was really bizarre," said Summers. "The course was in an area where they pushed all the dirt aside to get the coal and then pushed it back to make all these ridges. The whole time we were either on a ridge or down in a valley. The banks were so steep we can't ride on the sides. It was fast and a little narrow, too - probably the hardest track to pass on all year long." The weather conditions for the run were perfect. After a few days of rain early in the week, race day was clear and warm.

Washington state off-roader Jason Dahners grabbed the early lead as the first line of AA riders left the starting line at the blast of a shotgun. Suzuki's Smith, Hawkins, Conner, Summers, Plessinger were further back in that order. Smith seized the lead after a short time and tried to take advantage of Hawkins' runner-up position.

"I made a quick run when I saw Randy behind me," said Smith. "I got about 15 or 20 seconds away, but I missed the course! I had to turn around and get back on it and that gave the pack a chance to catch back up. I took off again, but this time I ran into lapped riders. This is such a hard track to pass

lappers on because it's so narrow. There's nowhere for them to go. It was especially bad right in the middle of the race."

"For the first two hours you could've thrown a blanket over the five of us," said Summers. "At first Smith was out front and he and Hawkins pulled away a little. Eventually we caught Randy and each of us passed him and then we all caught Rodney when he got to the lappers. Every time someone tried to pull away, lappers or a checkpoint would get us back in there. It was pretty frustrating for whoever was leading, though I never actually led the race."

At the end of the third lap Smith and Hawkins pitted for gas, leaving Plessinger, Summers and Conner in the top positions. On the fourth lap around Summers and Plessinger made their gas stops, but Conner decided not to pit and thus took over the lead. Smith and Hawkins also go back into the top three but Summers and Plessinger immediately caught back up.

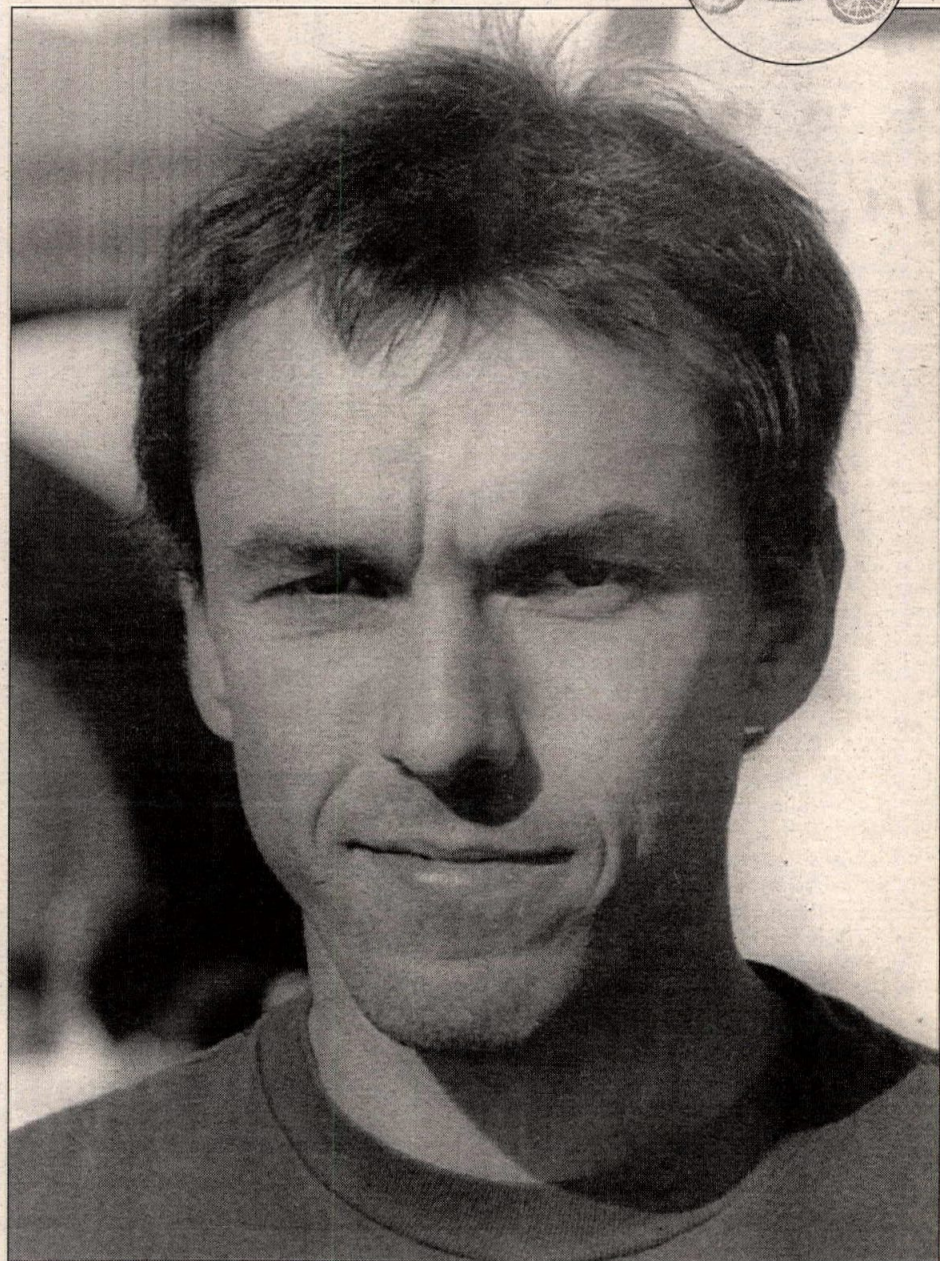
"It was amazing after two hours we were still together," said Summers. "Duane ended up pitting in woods and we all got around him. That was with about 45 minutes to go in the race and at that point we picked it up a notch. Hawkins dropped off after awhile and the three of us went at it. There wasn't much lead changing because it was almost impossible to pass. You had to hope for a lapper and a mistake or you had to force a pass and we didn't want to do that to each other."

"I rode well for a few laps but then I had some front-brake trouble," said Conner, who dropped off the lead pace after his impromptu gas stop. "I hit a rock with the bleeder bolt on the front caliper. Every time I pulled in the brake it just bled, and pretty soon it was gone. I could have gotten at least fourth if that hadn't happened."

The next rider to drop off the lead pace was Summers, who lost second place to Plessinger in traffic. "I went outside of a lapper and the guy came out on me and Plessinger went by on the inside," explained Summers. "Then on the last lap I had another altercation with a lapper and ended up falling and hitting my head. I lost my goggles and that really affected me. Scott and Rodney were out of my sight at that point but I was able to get within about 10 seconds before I ran out of time."

"Summers fell or something five miles before the finish, and I started pushing Rodney really hard," said Plessinger. "We put 20 or 25 seconds on Scott, so I had time to try some things on Rodney. I figured there were two places to try to get him on the last lap. The first one had a lapped rider in front of both of us and he pointed Rodney off to the line I had picked at. That left me with one last chance in the last turn. I pushed Rodney really hard so he would pass up the line on the inside of the turn. You see, if you weren't ready to hit that line you wouldn't make it. He went outside and I ducked in and came right in front of him. Clean pass."

"Well, that sucked," said Smith. "Everything went fine until the last turn! I knew that it was coming, too. He



Indy winner Scott Plessinger is now in the driver's seat with just one round left in the series.

tried the same thing the lap before, but I had momentum that time. In my mind I knew he would try that, but I hadn't been there (on the inside) to take the line from him. As we came racing up to it, I didn't know where it was. I went too fast and then hesitated. That little bit gave him that extra second he needed and he gassed it. I knew it was over! I could see the finish line and there was no time to get him back. Looking back, I should've committed to my own line and stayed with him. We both rode a good race, but I'm mad because I made the mistake."

"My title chances are pretty slim now," added Smith. "If Summers had won, it would've been better for me. Now I need to win and have Plessinger finish fifth or worse and have Summers get third or worse. I know there will be a lot of motocrossers, too, like Jason McCormick and Lance Smail. That may or may not help me. I just have to beat everyone no matter what."

"I've got a six-point lead, so I can finish second to Scott and still win," reasoned Plessinger as he previewed the final round. "Hopefully, I will just win and get it over with."

"I have to win and Rodney has to beat Scott," figured Summers. "Rodney pretty much got eliminated because he had to win the last two or hope for a double DNF by Scott and I at the last round. I think it's between me and Scott now." Sounds familiar, doesn't it? **CN**

Black Coal National
Lynnville, IN
Results: October 22, 1995 (Round 8 of 9)

O/A: 1. Scott Plessinger (KTM); 2. Rodney Smith (Suz); 3. Scott Summers (Hon); 4. Randy Hawkins (Suz);

5. Duane Conner (Yam); 6. Jason Dahners (KTM); 7. Leigh Letellier (KTM); 8. Steve Leivan (Yam); 9. Eric Mashbir (Hon); 10. Chris Thiele (Kaw); 11. Ken Yount (Yam); 12. Harvey Whitaker (Hon); 13. Jeff Lappe (KTM); 14. John Maschino (KTM); 15. Blair Bersano (Kaw); 16. Marty Stinnett (Kaw); 17. Ryan Moss (Kaw); 18. Corey Parlin (Yam); 19. Brett Dubois (Hon); 20. Shad Ricketts (Suz).

AA: 1. Scott Plessinger (KTM); 2. Rodney Smith (Kaw); 3. Scott Summers (Hon); 4. Randy Hawkins (Suz); 5. Duane Conner (Yam).

OPEN A: 1. Tanner England (Hon); 2. Ross Logan (Hon); 3. Brent Dillman (KTM); 4. Dirk Ensley (KTM); 5. Dave Rafferty (Yam).

250 A: 1. Ken Yount (Yam); 2. Jeff Lappe (KTM); 3. Marty Stinnett (Kaw); 4. Brett Dubois (Hon); 5. Andy Clegg (Suz).

200 A: 1. Ryan Moss (Kaw); 2. Corey Parlin (Yam); 3. Rob Surface (Suz); 4. Craig Hayes (Hus); 5. Eddie Denfip (Kaw).

4-STRK A: 1. Harvey Whitaker (Hon); 2. Blair Bersano (Kaw); 3. Don Bohn (Hus); 4. Mike Windmann (Hus); 5. Fred Rozenich (Hon).

VET A: 1. Ricky Horton (Yam); 2. Bob Lowry (Yam); 3. Darryl Smith (Yam); 4. Dallas Mayer (Yam); 5. Brian Brei (Yam).

SR A: 1. Charles Thiele (Yam); 2. Alan Brutto (Kaw); 3. Rick Hillhouse (Suz); 4. Charles Dailey (Hon).

S/SR A: 1. Emmitt Cox (Suz); 2. Keith Ratcliff (Hon); 3. Lon Walters (Kaw); 4. John Oller (Yam); 5. Bob Caplinger (ATK).

OPEN B: 1. Bob Lich (Kaw); 2. Mark Willis (Yam); 3. Dave Dougherty (Hon); 4. Lance Martin (ATK); 5. J.R. Hanson (KTM).

250 B: 1. David Wilfong (Yam); 2. Brad Abel (Hon); 3. Donnie Rogers (KTM); 4. Ricky Whitely (Kaw); 5. Derek Scheffel (Yam).

200 B: 1. Jeff Clegg (Suz); 2. Brock Busenbark (Yam); 3. Kevin Creekmur (Yam); 4. Ron Kleckner (Hon); 5. James Miller (Kaw).

4-STRK B: 1. Joey Harrell (Hon); 2. John Harris (Hon); 3. Danny Coultas (Hon); 4. Donnie Rye (Hon); 5. Wes McKinney (Hon).

VET B: 1. Mark Adkins (KTM); 2. Steve Hashman (KTM); 3. Brian Erwin (Suz); 4. Tad Bonham (Kaw); 5. Mike Vandiver (Kaw).

SR B: 1. Dave Huffman (Hon); 2. Ted Stone (KTM); 3. Ronnie Hackett (Suz); 4. Don Rye (Hon); 5. Jim Yount (Hon).

S/SR B: 1. Pat Freiburger (Hon); 2. David Sanders (Kaw); 3. Carl Donelson (ATK); 4. Roger McKee (Hon); 5. Gordon Stoneking (Hon).

C: 1. Duane Rambo (KTM); 2. Andy Fortner (Hon); 3. Randy Hutchings (Hon); 4. Toby Leaf (Hon); 5. Charles Brumitt (Kaw).

BUDDY: 1. Mark Hosbach/Rod Thurley (Hbg); 2. Paul Barrett/Broc Sims (KTM); 3. Jared Green/Jack Barnett (Kaw); 4. Mike Titzer/Dennis Reed (Suz); 5. Herb Downey/John Bracher (KTM).

By Michael Scott
Photos by Gold & Goose

Michael Doohan dominated the 500cc class of 1995 in nail-biting rather than classic style. Although clearly and consistently the fastest man out there, the title chase ran to the penultimate race, and he won by the relatively narrow margin of 33 points. This after claiming seven more race wins to bring his grand total to 26, fourth overall behind Giacomo Agostini (68), Mike Hailwood (37) and Eddie Lawson (31).

Doohan was dominant early in the season too, but proved prone to inconsistency, crashing out of two consecutive races to lose the title lead to rival Daryl Beattie. He got it back again when Beattie had a hiccup, and until the 10th GP in the Czech Republic, he was not once beaten in a straight fight. He failed to win two out of the next three races too, but by now he had a title lead to consider.

Now 30, former Australian Gold Coast swimming-pool builder Doohan is now a millionaire tax exile living in Monaco, with a Ferrari in the garage, and a vast off-shore speed boat awaiting his pleasure in Australia. In between came a meteoric rise through Australian Production and Superbike racing to hit the GP stage in 1989.

He was special from the start. Even as a GP novice, he renegotiated his HRC contract with a bigger bonus for winning, and less for other rostrum positions. "I'm not interested in coming second or third," he told them.

Three years later, his new "Big Bang" Honda apparently almost invincible, he was sailing to his first world title when he suffered near-crippling leg injuries at Assen.

His fight back to world dominance and the championship this year and last has been an inspiring tale of determination and innovation, adapting the works Honda (with a thumb-operated rear brake) to compensate for a useless right ankle, and perfecting an approach where he never seemed happy unless right at the limit.

In that time, Doohan has proven in many ways that his image of being "a laid-back Aussie" was a shallow publicity myth. Instead, like all the great champions before and after, he has a frightening streak of determination and sheer courage that the ordinary man can only wonder at.

The struggle showed also as he developed an increasingly spiky persona. His mother Colleen says there are days when they dare not go near him; crew-chief Jerry Burgess says that "Mick can get pretty edgy. The way I treat him is that he's always right, even when he's wrong." But those who work with him are also inspired by both his polished riding talent and his raw competitive drive.

Many people found the rough edge of his tongue during 1995, and new blonde girlfriend Selina Sines found herself the frequent buffer in some fierce encounters - and her sunny smile was usually a big help. Nor does Mick have much of a reputation as a great talker. One frustrated Australian sports writer described him as "about as interesting to interview as a paper cup."

For these and other reasons I approached this interview with a certain trepidation. I found a changed man. His second title won, his 1996 plans "99-percent settled," he was in a casual, friendly and even expansive mood, and talked with striking clarity and frankness on

far-ranging issues. I felt ashamed of every negative thing I'd written about his moodiness through the year.

Here's how the conversation went.
Was the second title harder than the first?

Definitely. Especially a third of the way through the season. I put a lot of pressure on myself to win. A lot, and that made it harder probably just dealing with that. It was more precious to me - I didn't just want to win one title and that'd be it.

Kevin Schwantz always said there was more motivation in winning races than titles. You've also always said you're a race-by-race man.

Yeah - it's pretty hard at the beginning of the year to say okay, I'm going to win the championship. It's a lot easier to say than for it to happen. Whereas you can say you're going to win a race, and you know that there's a good chance you're going to.

A championship comes - obviously by being consistent. But generally it's

the guy who wins the most races. So what Kevin's saying... it's also my approach. Take each race as it comes, and if you've got enough at the end of the year to be the champion, well and good, but it's a bonus.

At the end of last year you were very matter of fact: The championship was just a Number One that you stick on the bike, and you can't even see it when you're riding.

That's pretty much what it is. It's what you're there for, for the team and everyone and for yourself. But you're no different from everyone else out there. You still have to compete against everybody, and they all want what you have. So you're a target as well.

At the end of the day everyone's the same really. It's just whoever kinda lucks in.

What about the off-track pressures on the World Champion? You seem to find that irksome. You said to me in Brazil that you "didn't go racing to be an ambassador."

I don't think anybody does (laughs). I don't mind that side of it, but I don't like people who want to perceive that it's the main aim of being a World Champion. That your main job is to be curator of some new empire. It's just not. You're here to do the same job as last year, before you were World Champion.

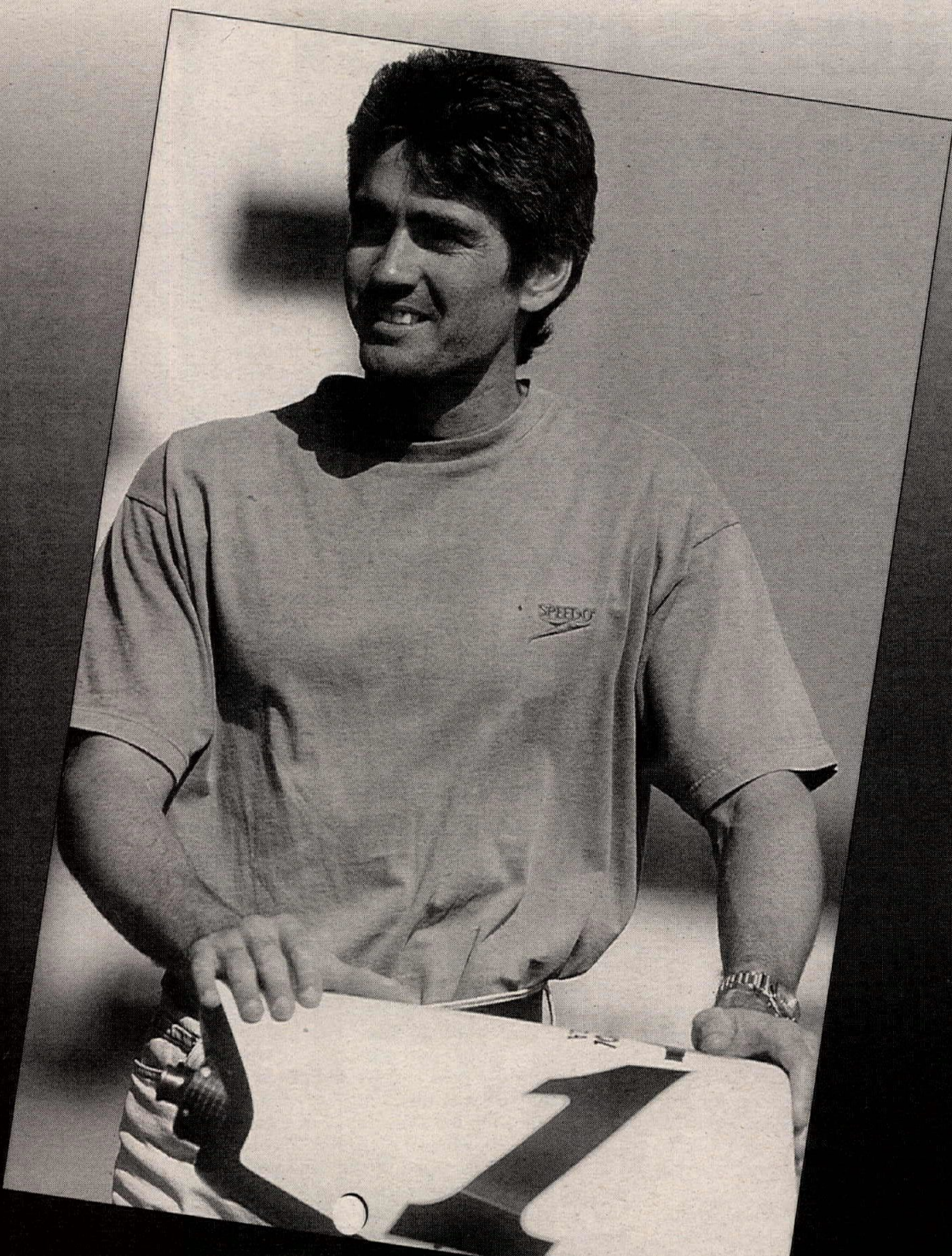
The way everyone goes into motorcycle racing - they don't want to be World Champion so they can become an ambassador for the sport, and go on to bigger and better things later on.

First and foremost, I'm a motorcycle racer. I don't pretend to be anything but a motorcycle racer, and I try and just do that as best I can, rather than do everything half all right.

This year things got pretty rocky with the specialist racing press.

I think the biggest thing that upset me, which is fair, was when I did crash in Spain and then in Germany... everyone likes a bit of controversy and it opened up the championship. But I didn't

THE
dominator



agree with people writing about how and why I crashed - and then asking me later. At that time I was thinking totally about the championship. So when people came and asked me what happened I didn't have the time to sit down and say, "Well, hang on a minute: I'll go over all this with you even though you've already written it. Why do you really want to know?" I just couldn't be bothered. I was there to try and regain the championship. I was almost 30 points down, so that was my main focus - the pressure I put on myself.

Would you describe yourself as easy-going? Ever?

Easygoing? I think so. I think I'm focused on what I'm doing, especially at the race track. Away from the race track I'm totally different. It depends with who, and what they're wanting from me. There are certain people I can deal with because they know how to deal with me, and other people who want to play games, and I couldn't even be bothered playing the game.

there'd be less pressure in that sense... trying to stay on the thing. But it was never a realistic kind of option. I'll be here next year, 99 percent.

The other thing was nearly moving to Yamaha for next year. I understand Wayne Rainey and Kenny Roberts were involved in two separate offers. What was that all about?

I'm not getting into details, but Wayne and I had been talking from early on in the season. Suzuki also were keen early on in the season, because of Kevin and so on. They'd be a good team, but I figured that with a young guy there, they'd probably be better off working with Daryl. Wayne's thing seemed pretty good to me. Like a new team, so there'd be plenty of enthusiasm. I feel sorry for Wayne in the way things all fell over.

We'd got to the point of talking figures and so on, and then another offer did come in. And that's where it all went wrong. There was mass confusion everywhere. It wasn't so much people fighting over me, it was just negotia-

ings, because of the mass confusion. The biggest person I feel sorry for is Wayne, because we had a good thing going there at one stage.

It wasn't so much that... you know, Honda's great and I'm glad I'm still here. It was just to do something different. Show up in different color leathers... keep the motivation there.

Was there some special motivation about wanting to win on an underdog, a disfavored bike?

You see, I don't believe that totally. And they also realize it's not the bad bike it's made out to be. Eddie Lawson won the championship in 1988 on it, Rainey was leading in 1989 when he crashed in Sweden and lost it to Eddie on the Honda, which was a terrible monster that year. And Wayne won in 1990, 1991, 1992 - admittedly I was injured, but he still won. In 1993 he was leading the championship when he was injured. They had some in-house problems more so than anything in 1994. It's been a championship-winning machine for so long - and yet it's the biggest heap of junk out

The people out there on the race track know what the situation is. The Yamaha was good for a long period of time. The Honda was a rocket ship, but everyone who jumped on a Yamaha was going good. It all goes around in circles.

I think the biggest influencing factor in any era has been the rider. A good guy on a bad bike is not going to work. Put a good guy on the best bike and it's definitely an advantage. But you could put a good guy on a medium bike as well and you're not too far out of the ballpark.

I never really questioned the strength of the Yamaha. With an off-season of testing I figured we could probably get it to a point where it's half-decent.

You caused a big stir during the year when you said in an interview that "racing is boring." Is it hard to find the motivation when there's a generation gap behind you?

It's not so much that - what I was saying there is it was boring compared to like 1991 when there was Eddie Lawson, myself, Wayne Gardner, Wayne Rainey, Kevin Schwantz... You didn't have time to think about anything except trying to get to the checkered flag. I was saying it's boring as shit right now compared to that - but that it won't be too long before these guys come on through, because they've got someone to chase.

When you're chasing somebody, you eventually rise to that level. Somebody's setting the level, and guys eventually come to it, and - unfortunately - keep going as well.

As you see now by the lap times, people are coming good. Whether it's an end-of-season spurt or not is another thing. I still believe these guys have got better. Not all of them, but there's guys out there who have definitely picked up the pace a lot. So that makes it more interesting.

At the time I gave that interview, sure, it was... I'd get out there and be thinking what the hell is going on? In Spain when I crashed, the tires were a bit loose - the thing snapped out sideways and got to full lock, and then threw me off. In Germany - whether it was down to cold tires or what, I really don't know what happened. It seemed so easy to go back by Daryl. I had a moment down the bottom of the hill, and then I'm just thinking about sitting behind him and next minute I'm in front of him again. So I'm thinking, hang on a minute - I hadn't even planned on passing you and I'm back in front. (Moments later, Doohan - riding with a freshly broken finger in a special splint - crashed for a second time that weekend.)

It was a little bit like that when I caught him in Buenos Aires as well. I caught him, I could have gone straight by, but I just shut down and sat behind him for a few laps. I thought - I've been here before and the next lap I crashed, so let's just sit down and see what you're doing. Before, you didn't have a lot of time to sit down and play games in the races. It was more or less race to the end.

And you prefer that?

Well, yeah. I think everyone does. The race goes a lot quicker. But I'm not saying, and I never was saying, that these guys are bad. I said there's a few guys who don't deserve the bikes they've got - you know the way they rise to the occasion every now and then. There's a lot of guys out there who'd like to be on the motorcycles and I think could do good jobs on them.

I think some of the guys in World Superbike would like to be here - young guys with plenty of enthusiasm. And that's where the future lies, I believe.



Do you ever feel pressure from Honda or the sponsors - to be like some sort of a performing monkey?

None whatsoever. They know the way I am. They could have someone who doesn't win races, and he can be the best PR guy in the world, but what's better in the end for promotion?

I do give a lot of interviews. No end of people have come down to Monaco, and that's where I give the best interviews. I'm not saying I'm the easiest person to deal with, but I'm not the most difficult.

What's the next ambition?

Three (championships) would be better than two.

At the start of the year, you spoke about possibly going superbike racing. That was just speculation that got built up into something bigger. I said to a reporter that perhaps one day if I got bored with GPs that I might go and race superbikes again - just for a different environment and to have a bit of fun. A superbike's an easier bike to ride, so

tions broke down within the whole infrastructure of the thing.

Czechoslovakia was pretty much where it all fell apart. I was confused more so than anything else, and that's what started me getting worried about how it was all going to take place next year if we were confused right now. Nobody really knew what was going on from when you spoke to them once to the next time. Then you'd speak to somebody else with different ideas. There didn't seem to be any one spokesman for the whole operation (Marlboro Yamaha).

So I went to see these guys (HRC). They knew there was an offer about. I said, "This is what I want. If you guys can come up with this figure then I'm happy to stay here." On the Thursday before Rio, they'd seen Bennetton and Repsol and got some more finances, so they said that's no problem. So then I said yeah, and in the meantime nothing got clearer at the other side.

I don't think there's any hard feel-

there (laughs). And when Luca (Cadalora) wants to ride it, you can't catch him.

The Honda has an obvious top-speed advantage, in the later parts of the straights and so on. But I believe their thing jumps a little bit better out of the turns, and turns in a little bit better. It seems more nimble.

The Suzuki just seems an overall good package, if you see what Doug Chandler did in 1992 on it, and Alex Barros in 1993 - he'd have been further up the championship if he hadn't thrown it away every time he got in front. So he was good on it, but all he wanted was a Honda - and now he's got one. (Upon which he has consistently failed to hold the pace.) Now he wants a Yamaha, apparently, because he rode one at the Superprestigio last year and it handled so good (laughs again).

The grass is always greener on the other side. I don't think the motorcycle would be a big factor. It doesn't really bother me if people say that the Honda's the best bike so things are easy for you.

INTERVIEW

500cc World Champion Michael Doohan

Not stringing along guys who've been there, and... like we know the way he is.

A lot of guys out there, if they finish on the rostrum, that's a great result. People like myself and, I believe, Daryl as well, second - you've lost. That's not a result. You know, take second if you've got to, but you've lost. There's only one winner.

Putting Daryl aside, who do you see as next year's rivals?

Obviously Luca. If he can... if he rides like he rides at the end of the season all through the year he's a definite championship threat. If there's talk of (John) Kocinski coming back, it's the same with him. If he can piece the season together then he's a definite threat. His record again is a little bit patchy, though maybe a year out will give him the motivation to carry him through a whole season.

Then there's people you just don't know, like what they've been doing in the off-season. There are people who are so close, like Alex Criville, (Alberto) Puig, and (Carles) Checa...

Scott Russell, I believe - it'll probably go to his head - but with an off-season of testing I think he'll be quite quick next year. He's come in and found the 500 a little bit difficult. That's normal, the same as the 250 guys. But he can produce the lap time. With more time on the bike, I think he's going to be a good show next year. You mightn't want to show him that until the end of next year (laughs). He seems to be quite cocky. I don't mind the guy, but he seems to get carried away with himself a little bit. Which is good for the sport, I guess. But he really has got talent.

When I came into the 500 class (in 1989) it was a bit different. It was all A- and B-spec tires, and different levels of motorcycles. Now when you get on a Honda, it's a Honda, and a Suzuki is a Suzuki, and everyone gets the same tires from Michelin. All the same, I remember hopping off a superbike - and I didn't have bad results on a superbike - onto a 500, and how physically harder it was to ride on the limit, and to stay on the bike. I looked at Eddie Lawson or people like that, and thought, "how can you sit on it and reel off lap after lap, time after time?" I think it's just a matter of time. Nobody's come in off a superbike and got out there winning.

Superbikes do seem to be pretty good training. More so maybe even than dirt track.

The best. Dirt bikes are good for learning about the bike moving around - the basic skill of riding a motorcycle. But it's a totally different slide from a 500. It's obviously good for balance and throttle control, but it's a different slide. You've got your foot out, and the thing fully locked up.

A superbike, whether or not it's flex, or whatever, it's forever moving around. It's got enough power to wheel-spin. It's a heavy thing that you've got to force from side to side. It makes the best training ground for a 500.

A 250 as a racing bike really does nothing wrong. So they jump on a 500, and as soon as they push it to the point that it's starting to buck and weave they find themselves in deep trouble. They'll try and get that out of the motorcycle, but you just don't get it out. You have to kind of go above that. That's where the superbike guys... the bike's never perfect, whether it's suspension or flexing or twitching or whatever. That's why they adapt better.

When it comes to bike development, what are you looking for in a bike?
I wish I knew. That's one reason I really

wanted a new teammate for next year. Somebody with a gung-ho approach, with the same sort of feeling that second isn't good enough.

Basically, I feel we need it to handle a bit better. To steer a bit better mid-turn. And acceleration. Top speed's always been there. I've been asking for many years, forget about top speed. Let's get the thing to accelerate better from A to B.

We haven't changed the chassis since 1991 - it's exactly the same. Alex Criville is on my bikes from last year - my 801 and 802, which are the same as this year's. Again in 1994 he had my bikes from 1993. The same chassis. The suspension's obviously been the key thing. Only small changes, just to make it a little bit better.

The big improvements have been with the tires as far as corner-speed grip. You're not seeing as much sideways action.

The motor, the biggest thing we've changed over the years is the way the power comes - like in 1992 when we had the close-firing-order engine, then in 1993 it got peaky again, but then we brought it back. The evolution is a lot more electronic gadgets. (Honda, like

The new twin-cylinder may be the future as well. So far so good, with all the reports on that.

Is the two-cylinder attractive to you?

If it's competitive when we go testing in November - I'll be testing it. If it's good enough, I'll be using it. That may be something. It's about the same width as a 250. It may be a bit physically bigger. Again it's got 250-riders' input, so maybe we can find an improvement there.

Realistically, I'm no engineer, I can only say what I feel. And I've been riding for seven seasons for Honda, so I haven't ridden another motorcycle for a long time, to see if they do something better than ours. I can only say we should try this or try that. But I'm no engineer and I don't pretend to be a sort of whizbang setup magician. I think I've got a fair handle on how to set this bike up, but as far as building another motorcycle to outperform this one, it's a difficult job.

None of the others have matched it, have they?

They're getting closer.

Aside from going off the track, you were only actually beaten twice this year, by Cadalora, late in the year.



Suzuki, has a sort of traction-control system to reduce wheelspin. Doohan leaves his switched off - his traction control is in his wrist.)

The chassis has got to the point that every time we try to change it a bit... I don't know if you remember everyone used to say the single-crank syndrome. That it used to run wide all the time. Now when we do change it it seems that we're pushing the front everywhere.

I did quite a lot of testing in Japan to get it the way it is. And everyone liked the way it turned, a little bit heavier. Except Wayne Gardner, who changed the engine position to put it back the way he liked it. Obviously, it's the engine-up position. Basically he liked it down low so it fell in easier, and was also easier to flick left and right. The Honda's probably a little bit heavier, so people like Loris Capirossi, small guys, going from side to side, it seems to help that the motor's up. If you put it down, all the weight seems to push it on out. You put it higher, at least it seems to stay down and carry on round.

We've played with many different things and every time we've ended up going back to what we had - to the point that we wonder if it's just me, like an old hand. That's why I want someone else to come in and say, "No, to me this feels better, or my paddock scooter's better than this thing."

(He was beaten again the next day, into an unaccustomed fourth; his team acknowledged a rare suspension setting error.) How strong was the element of looking after the title points?

To a certain degree, especially in Rio. In Brno we just ran out of tire. We chose basically the same tires we ran the year before. At the end of that race I was saying they were good enough for the job we had to do (he won, and secured his first title), but we wouldn't want to push much harder. And this year's race time was a hell of a lot quicker than '94. We just ran out of tires, and Luca - good on him, Dunlop came through with a better package for him.

In Brazil, I think again they had the better package. But again I didn't want to make any mistakes, we weren't having a lot of grip. On the first lap I let him go - he went away a little bit. I felt like he'd come back, and Daryl I knew was a fair way back. So it was just a matter of putting the pressure on him and see if he'd make a mistake. I didn't really have that much confidence to just take strides out of him. But again I wasn't pushing to the maximum like I had to in Buenos Aires (where he came through to win race and championship) to catch the guys up.

It's not the way I like to race, but after having the off-track excursions and

a few crashes earlier in the year it got to the point where we really had to preserve what we had.

This winter will be your first without surgery since 1992, will it?

(Knocks on wood) Touch wood. I was going to have some surgery on my toes again. I had some bone removed from them last winter, but they've started to curl back up again. So I was going to get the tendons cut just to relieve pressure when I'm walking, without shoes and so on. They're pushing down on the ground like this. I've decided to put that off until it's totally necessary. Or until I stop racing.

I don't feel like another operation when I really don't need it. It's a little bit uncomfortable, and I am going to San Francisco the week after this to have it looked at. I don't really want to be chopped up again.

This last winter I was like heavily drugged out for a couple of weeks trying to get the ankle into a better position, in such a short time period. I was just cranking it up and on pain killers and sleeping tablets, and then straight out of there. I had to go to Japan and do all sorts of things. I wouldn't like to go through that again.

My leg's better for walking around now, especially in shoes.

Have you bought yourself a present for winning the title?

No. (Laughs)

You already had one - that yellow thing. (A dazzling Ferrari F355 is prominent in the paddock parking lot, with a scrape scar on its right-hand flank attracting much attention.)

At the beginning of the year, yeah. I scratched it the other night, getting it out of the garage. I hadn't driven it for a while. I have a Range Rover there that I normally use. It's fairly tight with the garage space. The Range Rover's no problem. But the Ferrari's wider - it just caught the edge. It's a bit of a bummer.

What's it like?

Really good. Really good - a lot of fun. I drove it up to Andorra on Wednesday night. A friend of mine lives up there. That was fun heading up the mountains there.

For a present - round about December I want to go back to Australia and just cruise the Barrier Reef for a couple of weeks. Send the boat up north, then jump on it and come back down to the Gold Coast on the thing, with my brother and a few friends, island-hopping. Last year Daryl and myself and a few other guys and girls jumped on it and went from the Gold Coast to Hamilton Island.

I'm trying to kinda get that scheduled in, and that'll be my present.

Do you have to navigate by the stars and stuff?

(Laughs) We have a skipper, so we can have a drink or two on the way.

Are you a happy man?

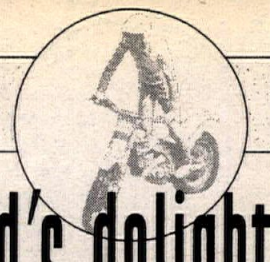
Yeah, I think so.

Happier because of the title?

Definitely happier, yeah. It got to the point last year that it seemed no matter what I did I couldn't win the championship. So I felt if it would come, it would come. But I really didn't want to win just one championship. That doesn't mean that now I've won two I don't want another one.

I put more pressure on myself to win this championship, and that was why I was seen to be not so happy. There were different circumstances around everything that led to that. I feel a lot more relaxed now.

All in all, I think I'm fairly happy. Other than that everyone could be better.



By John Dickinson

YORKSHIRE, ENGLAND, OCT. 22

The infamous Scott Time and Observation Trial, run as usual on the Yorkshire moors, has many traditions. One is that the weather has to be cold and wet - very wet. Bottomless peat bogs and swiftly flowing creeks are everywhere, waiting to trap the riders and drown the bikes. But not this year. Riders at the 1995 running of the Scott were lucky like never before as England's amazing, record-breaking hot, hot summer evolved into a warm Indian summer. The moors were as dry as anyone has known them, water in the creek beds was no more than a trickle, and the pace of the trial was going to be fast. Very fast.

Steve Colley, with two wins already in this classic event, was a hot favorite for a third win on his factory Gas Gas. Heading the challenge was Yamaha rider Rob Crawford, winner of a Beta back in 1990, with Montesa's Wayne Braybrook and Scorpa's Graham Jarvis as outsiders. Jarvis would be good in the sections - but would he be fast enough? In the Scott you have to be quick as well as accurate.

Matt Chambers, riding his heavily modified Triumph Cub twin shock, was first away from the start at 9 a.m., and with riders getting away at 20-second intervals, it was 9:34 before Colley shot off the starting ramp and away towards the first section. Just one minute and 20 seconds after Colley came Crawford, and a few seconds later came Jarvis.

Colley set a cracking pace, and was slicing through earlier starters just 10 minutes into the trial as he cleaned the photographers' favorite Scott hazard, Orgate Falls, but unfortunately with so little water there was to be no magic in the shots as riders traversed the creek under a normally foaming waterfall.

Crawford followed, just out of eyesight of Colley who was up ahead, losing the trial - although he didn't know it at the time! Such was the Gas Gas man's haste that he took a sneaky line and totally missed the fourth section. The resulting 50-mark penalty was to drop the favorite right down to seventh in the end.

That something was amiss was known at the first refueling check when knowledge of Colley's passing through surprised several riders. "He's in front of me, but he sure didn't come past me," said Braybrook.

On and on, throughout the morning, the trial sped, with warm weather bringing out hordes of spectators who tried hard to keep pace with the action, their cars and bikes snaking across the moorland roads to get to sections with names

that carry the character of the Scott - Washfold, Bridge End, Whaw Bridge, Black Hills, Grand Canyon, Surrender, Rawcroft, Rock Garden and Goats Splash. All came and went under the spinning wheels of tortured bikes and sweating, heavy bodies of the riders.

Because of the unusually dry conditions, the leaders were well up on the projected times and at 2 p.m. exactly - four hours 27 minutes and 47 seconds after he started - Crawford blasted up the finishing straight to be the first man home and also to set the fastest time. For every two minutes everyone else took after Rob they would lose one time mark. Colley was just two minutes behind after having his chain come off just two miles from home.

"No problems at all today, but we were going fast, and I mean quick," said Crawford. "I really flew after the halfway check and could see Steve just ahead. I had to leave him."

"I missed a section, didn't I?" admitted Colley. "What a donkey. No bonus money today - all that effort for nothing!"

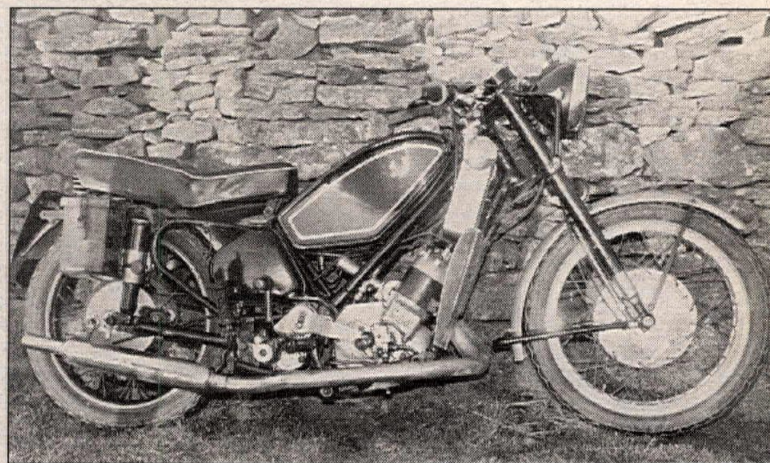
But even if Colley had not missed the section - subtracting the 50 penalty points from his total - he still would have finished second to Crawford.

Jarvis - best on observation on just 29 marks - came in with a face black with muck and swollen after a big crash.



Colley's spite, Crawford's delight

(Right) Irishman Rob Crawford scored his second Scott Trial win. (Below) Event favorite Steve Colley blew his chances for the win after missing the fourth section.



(Above) The Scott Time and Observation Trial was invented in order to test the reliability of the old Scott motorcycle.

Great Scott!

With its 70-plus miles of tough non-stop moorland going and 75 sections along the way, the Scott Trial is unique in the modern sporting calendar. It is an event almost as old as the motorcycle itself, dating right back to 1914, and the modern Scott Trial remains faithful to its origins. The trial was instigated by the Scott motorcycle company which built its famous twin-cylinder two-strokes in Bradford, England. Scott management decided to stage a super-tough time and observation trial over the Yorkshire moors to test the reliability of its products. In that first event there were 14 invited riders - and, big surprise, a Scott won!

In the 1990s, of course, the event flies in the face of all current thinking. Trials has evolved into the slowest possible form of motorcycle sport where, at the World Championship level, riders would virtually spend 10 minutes traveling as many yards if it weren't for the two-minute rule. And modern courses are often just a couple of miles around. Thus the Scott, with its accent on speed around a 70-mile, all-moorland course, taking in 75 different sections, is very much an anachronism.

Yet it survives, and flourishes, with all the top British riders - Steve Colley, Doug Lampkin (out this year with an injury) and Steve Saunders - all joining in to take their punishment. And secretly, even those who claim to hate the trial gain incredible satisfaction in completing such a tough event.

"I pulled off the track into the heather to pass another rider, hit a rock and went over the bars," said Jarvis. "I lost a lot of time straightening the bike out and later had to swap the front wheel."

Stories of punctures in the dry conditions were everywhere - multi-time winner Phil Alderson managed no fewer than five flats, three rear and two front on his TYZ.

"It was still the easiest Scott ever," stated Alderson, and this was echoed by twice winner Gerald Richardson, who has 15 consecutive Scotts under his wheels.

"Last year was much tougher, very wet, and longer" said Richardson. "This year was okay."

Woody Hole, Tommi Ahvala's minder at World rounds, came home in eighth place, grinning as usual.

"I don't know why I do the sections. I just like blitzing along the moors," Hole

said. "I've got black butt, though. I lost the rear fender in one of my crashes."

The speed of Crawford and Colley (only four minutes down) can be judged against sixth finisher John Shirt, who was third best on observation, having lost 58 marks, but whose time was exactly one hour slower than Crawford, which added a further 30 points to his total.

It may have been "easy" but it is all relative. Easier means faster; in the case of Crawford and Colley, it means insanely fast. For the clubman, desperate to be officially classed as a finisher, which means within two and a half hours of standard time (set by the fastest rider), it was every bit as hard to beat the clock. Just ask New Jersey rider Bob Howard, who competed in his fourth Scott Trial, and for the fourth time, failed to make the cut.

Scott Time and Observation Trial
Yorkshire, England
Results: October 21, 1995

OVERALL: 1. Robert Crawford (Yam) 0 time/37 observation/37 total; 2. Graham Jarvis (Sco) 23/29/52; 3. Wayne Braybrook (Mon) 10/65/73; 4. Adam Norris (Yam) 22/59/81; 5. Steve Saunders (G-G) 20/61/81; 6. John Shirt (G-G) 30/58/88; 7. Steve Colley (G-G) 2/88/90; 8. Woody Hole (Fan) 13/81/94; 9. Phillip Alderson (Yam) 22/81/107; 10. Andy Huddelston (Yam) 24/87/111.



TEST

1996 Honda CR250

Back in black



By Donn Maeda
Photos by Kit Palmer

Knowing full well that they already had a good thing going with the 1995 CR250, Honda opted to refine the bike for '96, rather than trashing it and starting from scratch. And you know what? Refinements are about all that the CR250 needed to keep it at the head of the 250cc class pack in '96.

The new color scheme is the first thing that most people notice, but in actuality, there's much more than meets the eye. Of all the "refined" bikes that we've tested through the years, the '96 Honda CR250 is perhaps the most improved of the bunch. In this case, a little really does equal a lot.

ON THE STAND

Hondas have always been known for their awesome motors, so we'll start there. All that was done to improve the engine were a few minor modifications - the exhaust port was narrowed slightly from 44.4mm to 43.7mm, and the bore of the Keihin carburetor was enlarged to 38.3. Honda claims that these small changes result in better low-end and midrange power, as well as greater peak power. A 50-tooth rear sprocket replaces the 49 of last year.

In the cases, a new shorter shift shaft is claimed to reduce the amount of friction and provide smoother shifts under hard acceleration. Last year, we had troubles with our test bike's kickstarter gear breaking repeatedly, and are glad to hear that Honda has beefed up the troublesome gears considerably for '96.

The biggest change for '96 is in the suspension department. Kayaba's huge 46mm inverted cartridge forks grace the front of the machine, and are complimented by an all-new shock out back. The forks also boast larger internal cartridges, which are up in size from 25 to 28mm. What's the advantage of a larger cartridge? The greater volume of oil flowing through the unit improves damping characteristics and offers a wider range of adjustability. The larger fork diameter adds nothing but greater rigidity and stability - even though the legs are considerably larger than their predecessors, they are only a tad heavier.

The shock is equally as trick. The Kayaba unit boasts 7mm more travel than last year's, bringing the stroke up to 323mm, and - like the forks - a new larger piston pumps inside the shock body. The big news are the high- and low-speed compression adjusters. For the first time, Honda riders can fine tune their suspension to the same degree as the factory riders. Is it a blessing or a



curse? For some riders, the dual adjusters may be just another thing to play with and set up incorrectly, but for some, the clickers may be the ultimate. Patience and a good feel for what the bike is doing are needed to make the most of the new feature.

For improved maintenance, the bearings and collars at the top and bottom of the shock are now designed to stay in place while the shock is removed from the chassis. For the same reason, the locating pin on the air-filter element cage was elongated, making it easier to reinstall the filter.

Chassis-wise, the CR was left basically unchanged, with the exception of the footpeg mounting position. In order to open up the riding position, the footpegs were lowered 5mm, and the handlebars were moved 10mm forward.

And of course, the bike has taken on a new fluorescent red, white and black color scheme, similar to that run by the factory race team throughout '95. No, the 1-800-Collect logos are not included.

BRAAAP!

A few weeks before we took delivery of our 1996 Honda CR250 test bike, we ran into Honda R&D rider Rich Taylor at a local track. In addition to contesting most of the Supercross and 250cc National Series, Taylor is one of the main American test riders used by Honda for CR development. "The new 250 is awesome," raved Taylor. "The motor is even better than before."

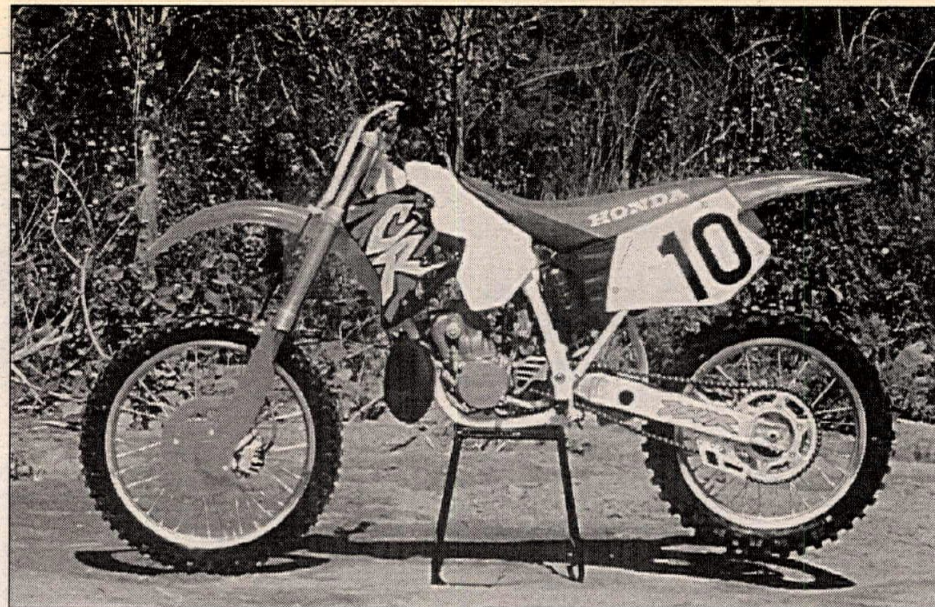
We must admit that we were skeptical. After all, the CR250 engine has long been one of, if not the best, 250cc-class motors around. In '95, Honda smoothed out the hit of the CR motor and we loved it even more than we had the '94 version. How could they possibly make the motor even better?

As soon as we threw a leg over the new CR, however, we knew that Taylor had been right. Incredibly, the newest version of the CR250 engine is even smoother than it was before. A wide spread of power from the bottom to the top pulls smoothly and predictably, without having that slow feeling that other manufacturers' "smooth" motors sometimes have. The power delivery is steady and strong, and the motor is just as effective being lugged or screamed. We preferred a happy medium between the two.

Extra power is always on tap with the CR. A stab at the clutch lever is all that it takes to get things going, especially on supercross-style courses. Sit-down takeoffs from tight, inside lines are a breeze.

As always, the clutch action is superb. The feel at the lever is excellent, and the clutch usually shows no signs of fading under heavy abuse. Only our most clutch-happy tester was able to make the clutch fade, and that was on a sand track.

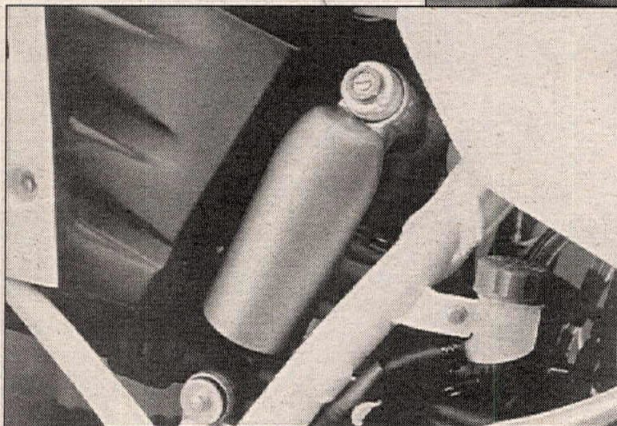
As far as the rest of the bike goes, the story is the same - it's even better. At the same time that a CR250 is expected to be super fast, it's usually expected to be a little twitchy up front. Is the story the same in '96? In a nutshell, no. The 46mm Kayaba inverted forks do wonders for the new CR. The huge legs yield a cushy ride over the small bumps, yet absorb the rudest landings without a whimper. Square edges are no longer your enemy on the CR - they're hardly noticeable if attacked with the correct body positioning and throttle application. You do your part, and the forks will do theirs. As for slap-down landings, well, one tester actually looked forward to them on Carlsbad Raceway's infamous downhill. The forks gobble up the jolt, and the



(Above) The 46mm Kayaba inverted forks do a much better job of soaking up the rough stuff than their predecessors.

(Above right) A few minor changes made the CR250 pull harder, longer.

(Right) The Kayaba shock features high- and low-speed compression damping. The new shock boasts 7mm more travel.



front end stays straight as an arrow. We initially set our forks up on the stiff side, with the compression adjusters set at four clicks, but later installed a set of heavier .42 springs, which allowed us to back out on the adjusters a bit.

As for the rear, none of our testers had any complaints about the stereotypical Honda swapping. The back end isn't as progressive as say, a Kawasaki or Yamaha, but still, the Honda does a fairly good job of providing a stable ride. The double compression adjustment makes fine tuning the ride to the nth degree possible, but plan to spend several hours - if not days - trying all of the different settings. A helpful hint - stay away from the two extremes - the best settings are right in the middle. The stock 5.6 spring should be acceptable for all but girthy or pro level riders.

True to Honda form, the new CR250 carves through turns like an electric knife though the Thanksgiving turkey. Point it where you want to go, and *voilà*, you're there. The CR is just as

happy sliding as it is tracking, and skilled riders can make the bike rail the outside line as well as any other machine.

If the Honda could speak, and you asked it what its favorite track obstacle is, it would without a doubt reply, "jumps." The CR loves to fly. Doubles, triples, table tops, fly aways - you name it, the Honda can do it all. Of all the Japanese 250s, the CR feels the most at home on steep-faced supercross-style obstacles. A stone-stock CR will bring out a little McGrath in everyone. In the air, the bike is neutral, easy to maneuver on, and quite responsive to corrective body English.

Like power and suspension, comfort must be high on the priority list for Honda engineers. The new handlebar mounting position opens up the CR's riding stance considerably, but we must admit that after using Applied Racing's upper clamps with adjustable handlebar mounts, even the new, roomier position seems cramped in comparison. We ran

our bars forward in the clamps to compensate for the sensation. As for the rest of the bike's feel, the footpeg-to-seat relationship is just right for most riders, and the plastic bodywork offers a smooth surface to shift back and forth on.

Honda elongated the locating pin on the air-filter cage, and we were delighted to find that the new pin does indeed make it much easier to reinstall the filter.

The brakes are awesome. Enough said. Same goes for the control levers, grips, and all-around quality of the machine.

Thanks to the sorry state of the American dollar, the CR250 has gone up \$400 in price. At \$5499 the Honda CR250 isn't cheap, but it is, in fact, the least expensive of the Japanese 250cc MX machines. What a bargain - a bike that could very well be the best, for less.

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.

Honda CR250R

Specifications

List Price	\$5499
Displacement	249cc
Engine type	Liquid-cooled, single-cylinder two-stroke
Bore x stroke	66.4mm x 72mm
Compression ratio	8.7:1
Carburetion	38.3mm flat-slide
Ignition	Solid-state
Transmission speeds	5
Starting system	Kick
Fuel capacity	2.0 gal.
Wheelbase	58.4 in.
Seat height	36.9 in.
Front tire	80/100 x 21
Rear tire	110/90 x 19
Front wheel travel	12.2 in.
Rear wheel travel	12.6 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	213.8 lbs.



Davis the uncatchable hare



By Anne Van Beveren
Photos by Tom Van Beveren

LUCERNE VALLEY, CA, OCT. 22

There was little left to win when the banner dropped for the last round of National Hare & Hound Championship Series. The overall title had been sewn up by Danny Hamel at the end of round four of the six-event series, and KTM's Greg Zitterkopf had grabbed number two overall at the end of round five.

But you wouldn't have known it from the way that Ty Davis was riding.

The Kawasaki Team Green racer was hard on the gas from the moment he kicked his Kawasaki KX500 to life - rocketing through the open desert, bouncing aggressively through the rocks, and gunning through the sand washes. The wide-open blitz put Davis out in front at the end of the first two miles and he kept his dazzling run going all the way to the finish.

When the checkered flag dropped at the end of 80 miles, the Kawasaki hotshot was almost seven minutes ahead of his nearest rival, and his last-ditch effort had catapulted him up to number three in the overall series points race.

"I got the lead as we went over the first saddle at the end of the bomb run, and I led it from then on," said Davis, who missed half the series in his successful quest for this year's National Enduro title. "I know that leading all the way makes a boring story, but I'd much rather that the story was boring than exciting. It means it was an easier race for me."

The final event in the 1995 series was laid out by Southern California's 100's M.C. It consisted of two 40-mile loops, with a starting line that headed east from Bessemer Mine Road.

The wind was blowing hard when the Amateur/Expert wave headed up the first valley and the powdery soil of the uphill bomb run made life miserable for racers on the down-wind side of the starting area. The only answer was to go way to the left or get out in front of the dust.

Davis started on the far right and aimed for the head of the pack.

"I chose the line to the right on the bomb, but I went past it," he said, shaking his head. "I completely missed my trail and had to boonie-bash back over to it. Paul Krause passed me there and



we ended up side by side as we went past the bomb."

A third Team Green rider, Ted Hunnicutt, tried the "way to the left" approach.

"I worked over to stay out of the dust but lots of guys went to the left with me and I ended up so far left it was impossible to tell what position I was in when I passed the bomb," said Hunnicutt.

Krause and Davis were side-by-side, battling for the lead, as they reached the bomb.

"Krause passed me about half a mile after the bomb," said Davis. "We were dicing back and forth, then there were all these rocks to the right and I said, 'Woah,' and backed off a bit. I got him back right in the first saddle."

Krause's first reaction was to fight back, but Davis' high speed, plus the thick dust he was throwing up, soon changed his mind.

"For the first couple of miles I thought I would try to race with him but he got going really fast," said Krause. "Once he pulled out a little bit of distance I just thought I would ride without dust, so I sat back a bit and just rode my own race."

Open Expert Dave Ondas, Vet contender Abe Baumann and Four-Stroke points leader Jeff Capt all got good starts and were running near the front of the pack as they headed into the first loop, and even 125cc hotshot John Braasch had something to celebrate.

"I had a really, really good start," said Yamaha-mounted Braasch. "I had no dust all the way to the bomb and I was probably 25th or 26th when I went by it, which is great for a little bike."

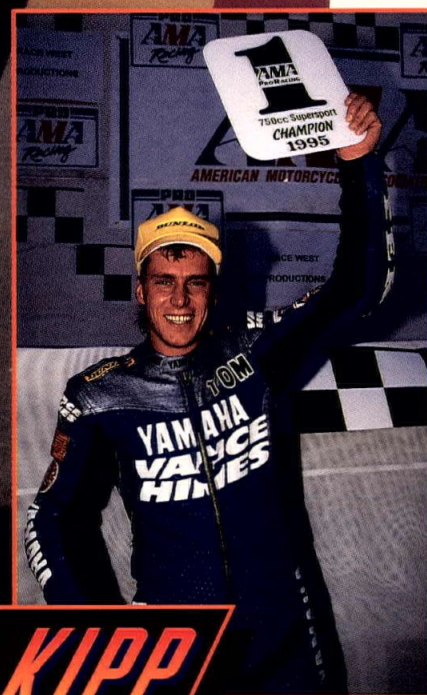
(Top) The Expert/Amateur riders started things off for the final round of the National Hare & Hound Series at Lucerne Valley. (Left) Recently crowned National Enduro Champion Ty Davis capped off the National H&H season with the overall win. (Below) Runner-up Paul Krause took the checkered flag approximately seven minutes behind winner Davis.



'95 AMA 750CC SUPERSPORT CHAMPION



YAMAHA



TOM KIPP

YZF750R



(Left) Jeff Capt powered his XR600 Honda to the Four-Stroke-class win. (Right) Tenth overall went to 125cc-class winner John Braasch. (Below) Previous-round winner Nick Pearson got off to a slow, two-kick start but still finished eighth overall.



Further back in the pack, most of the racers were just trying to survive. Nick Pearson, the 17-year-old KTM ace who overalled round five of the series, was lagging behind after it took two kicks to get his 250cc mount up and running. A six- or seven-kick start left Vet 250 racer John Rudder even further behind and Hunnicutt was left back in the dust when his KX500 started fouling plugs.

"It must have a main seal bad or something. It wasn't running good off the bomb and it fouled a plug about 7 miles into it," said Hunnicutt, who changed the plug only to run into the same problem 10 miles later. "I was afraid it was going to end up leaving me in the middle of nowhere, so I called it quits at the end of the loop. It was really disappointing."

Jim Gray also called it quits after he cartwheeled his KTM 360 in a wash early in the first loop. Gray reportedly hit a bush when he was riding in thick dust and catapulted from one side of the trail to the other, knocking the wind out of himself when he landed.

Out in front, it was smooth sailing almost all the way for Davis, who put the 100's M.C.'s generous course markings to good use.

"I can't read terrain really well but they did an awesome job of marking it and that worked out good for me," said Davis. "There were a couple of road crossings that were kind of scary coming up at speed. There were so many road crossings out there and some you just couldn't see. They started marking them and they were really easy ones, so you'd get used to blowing through them, and then you'd hit one that was really gnarly. I had a couple of exciting moments in loop one with those."

Davis completed the first 40-mile loop in just under an hour and was nearly three minutes ahead of second-placed Krause as he powered off into loop two. Abe Baumann led the Over 30 racers down pit row in third overall a minute behind Krause, with Ondas and Four-Stroke leader Capt hard on his heels, and Kawasaki-mounted Donnie Book brought the first 250cc entry into the pits in sixth overall, just ahead of KX250 rivals Steve Hengeveld and Destry Abbott. Drey Dircks' Honda XR600R was the next bike through, and John Braasch rounded out the top 10, four places ahead of Jimmy Lewis in the battle for 125cc honors.

Speeds dropped as the racers entered the tighter terrain of the second loop - terrain that earned high marks from everybody at the front of the pack.

"It was a great course and a lot of it was new, which made it even better," said Jeff Lundgreen, who was back in the mid-20s thanks to a two-kick start.

"It was a pretty challenging course all the way and that second loop was tough. You had a lot of side hills with virgin rocks - the type that rolled around when you rode on them."

"Loop two was a little technical and it would wear you out in a hurry," said Richard Jackson, who was racing at the head of the Senior class. "I just concentrated on keeping it moving. You didn't want to stall the engine in a lot of that stuff. It's amazing how many guys you'd go by with flat tires that had stalled and fallen over, and couldn't get going again."

Baumann saw the number-three spot slip away thanks to a particularly tricky section of the loop.

"I was having a hard time following the ribbon, so I was trying to be really conservative," Baumann explained. "There were some ledges I needed to leap over in some really rocky cross grain and I didn't have the speed, so I ended up going down in one of them and got stuck in a ravine. I rode down it one way and couldn't get out, so I had to ride back up it the other way. About five people passed me there and that kind of took the wind out of my sails."

Destry Abbott, who had battled back to eighth overall after seizing his KX250 early in race, was also losing time.

"Once it cooled off, I got going again and I caught up, but in the second loop, in the tight stuff when I needed the midrange, there was nothing there," said Abbott, who compounded his problems by bending the chain guard. "I got up into fourth but then the chain popped off, and after that it just wouldn't even run. I had the first three gears and that was it, so everybody passed me."

Davis had stretched his lead to five minutes by the time he reached the

halfway point in loop two. Krause was enjoying a trouble-free run in second, ahead of Ondas who had a firm hold on third, and Book, Capt and Hengeveld were locked in a three-way battle for fourth.

Pearson was coming on strong from back in 14th and was steadily leap-frogging his way towards the front of the pack, and John Rudder and Craig Smith were following suit.

"I ended up on the ATV course in the first loop. They had a separate trail that went around a gnarly section and I lost a couple of places right there," said Smith. "The second loop was kind of nasty, which

was cool. It let me make up some time."

But nobody could make up time on Davis. The National Enduro Champion made short work of the second loop and dashed home to capture the final win in the Hare and Hound series by just under seven minutes.

"That was a great course - especially the second loop, which was tight," said Davis, as officials from the 100's M.C. handed him the winner's trophy on the finish line. "There was a little bit of everything out there, which made it interesting, and they did an awesome job of marking it. They had a lot of arrows, which helped so much when you're going across the flats, and you could follow the course even when the wind was blowing the ribbon back into the bushes where you couldn't see it."

Davis was pleased with finishing third overall in the Hare and Hound series.

"I've only done three of the races this year - I missed some to do the enduros, so it's pretty good," said Davis. "This is only my second race in Lucerne this year. I kind of forgot about the speeds. It's so fast out here."

Paul Krause, who sat out most of the series due to injuries, reported a trouble-free ride on his way to second overall.

"No problems at all," said Krause. "It was a good race course and a lot of fun. It was just good to ride a national and finish second after missing so many."

Dave Ondas finished almost two minutes behind Krause to claim third overall and made it three-for-three for Kawasaki's Team Green.

"I stayed about the same distance behind Krause the whole second loop," said Ondas. "I'm glad he was there because it made me go a little faster. I could key off him. The second loop was awesome - all virgin rocks and trails."

Capt dodged around Book just before the finish to take fourth overall as well as a wire-to-wire win in the Four-Stroke division. The XR600R pilot's nearest competition came from Kawasaki's Bill Fulmer in 17th overall.

"No problems - good start, the Honda ran great, and just a clean ride the whole way," said Capt. "We were all really close, going back and forth the whole second loop."

The racers who had dogged Capt for 40 miles finished hard on his heels. Book took fifth by a bike length from Hengeveld, to grab the 250cc class honors, and Baumann crossed the line seconds behind to take the Vet Class win.

"That was close. Capt passed me back right before the end," said Book. "Everybody was riding really well. I had a few problems - fell over a couple of times, but nothing big."

Hengeveld told a similar story.

"I had a couple of little things go wrong. I bobbled on the first loop and Book passed me, and then I slid out and he pulled away," he said. "But I caught back up to him right at the end. We were so close."

Baumann was followed home by Nick Pearson, who rocketed up through the ranks after escaping the thick dust of a two-kick start, and Brian Brown of Nampa, Idaho brought his KX250 home in ninth.

"It was good until I wrecked in the rocks at the start of the second loop and Pearson got around me," said Brown. "I'm really just here to practice for next year's series."

Braasch topped the 125cc racers in 10th overall, just ahead of John Rudder, who turned a seven-kick start into second in the Vet division, and Craig Smith. One place back in 13th overall, Destry Abbott was looking forward to trading his ailing Kawasaki for the brand new KTM he will be campaigning in the 1996 Hare & Hound series. Richard Jackson topped the Over 40 racers in 29th overall and Al Hull, who put in a fast-paced run on his Yamaha, had the last word in the Super Senior division.

"That was a really good course," said Hull. "It didn't have any rough stuff at all. I kept waiting for it to get worse, but it never did. I thought it was fun."

100's M.C. Lucerne Valley, CA Results: October 22, 1995 (Round 6 of 6)

O/A: 1. Ty Davis (Kaw); 2. Paul Krause (Kaw); 3. Dave Ondas (Kaw); 4. Jeff Capt (Hon); 5. Donnie Book (Kaw); 6. Steve Hengeveld (Kaw); 7. Abe Baumann (Kaw); 8. Nick Pearson (KTM); 9. Brian Brown (Kaw); 10. John Braasch (Yam); 11. John Rudder (Yam); 12. Craig Smith (Kaw); 13. Destry Abbott (Kaw); 14. Drey Dircks (Hon); 15. Oakley Lehman (KTM); 16. Jimmy Lewis (Yam); 17. Bill Fulmer (Kaw); 18. Rob Poznoff (Kaw); 19. Erik Mattson (Hon); 20. Chuck Miller (Hon).

OPEN EX: 1. Ty Davis (Kaw); 2. Paul Krause (Kaw); 3. Dave Ondas (Kaw).

250 EX: 1. Donnie Book (Kaw); 2. Steve Hengeveld (Kaw); 3. Destry Abbott (Kaw).

125 EX: 1. John Braasch (Yam); 2. Jimmy Lewis (Yam); 3. Scott Anderson (Kaw).

4-STK EX: 1. Jeff Capt (Hon); 2. Bill Fulmer (Kaw); 3. Chuck Miller (Hon).

VET EX: 1. Abe Baumann (Kaw); 2. John Rudder (Yam); 3. Drey Dircks (Hon).

EVENTS

Edited by Scott Rousseau



AMA/USA MegaSeries: Final Round

Brown wins the battle, DeHoop the war

By Barbara Williams
Photos by Loren Williams

BLOUNTVILLE, TN, OCT. 21-22.

Honda of Troy scored with a one-two punch in the final round of the AMA/H.O.T./Dirt Shirts Fall Classic Series at Muddy Creek Raceway with teammates Todd DeHoop and Mike Brown.

DeHoop cruised to the Fall Classic Series championship for 1995, while homegrown talent Brown dominated all Pro motos in both 125cc A and 250cc A classes during the eighth annual Honda Top Gun Showdown and pocketed a quick \$1400.

On the first 250cc A start, DeHoop appeared to have the holeshot over Brown. But halfway around turn one DeHoop went too wide, got into loose dirt, and collected fellow Red Rider Joe Oehlhof on the way down. That left Brown and Jim Neese in the front.

"Four people ran over me and my right index finger got mashed," explained DeHoop. "Then it swelled up quite a bit and made it difficult for me to hang on, so I didn't finish as well as I'd have liked."

DeHoop recovered to finish 14th while Brown's first-moto holeshot and effortless win made scores of watchers shake their heads in disbelief. By lap four of the 25-minute-plus-two-laps moto, Brown was a full two straightaways ahead of Neese.

With Brown in the next ZIP code, the battle was among Neese, Team Green riders Brock Sellards and Robbie Horton, and KTM-mounted Ty Wallace. Horton came blasting up from a 10th-place start and sacked Sellards halfway through lap six to take over third spot, when his chain snapped, leaving him motionless while the field roared past.

Neese looked strong in the runner-up position until early in the last lap, when he was forced to retire with a broken front fork.

Todd DeHoop locked up the AMA/USA MegaSeries title in the 250cc A class during the final round at Muddy Creek Raceway.

The Honda's exit left the door open for Sellards to step through into second, and Sellards finished there, holding off Wallace and Nathan Ramsey.

On the second 250cc A moto start, Brown got caught in a first-turn pileup and recovered second from last. That left Neese, KTM pilot Lance Smail and DeHoop in front. But within three laps, Brown had zoomed to third. Two laps later he had regained the lead, and that was that. The racing order remained Brown-Neese-Smail-DeHoop until the last lap, when Smail saw an opening and displaced Neese for second. DeHoop also found daylight and sacked Neese, but overshot the very next turn and gave back third. DeHoop would wind up fourth for ninth overall, which was more than enough to lock up the title.

Results

250/OPEN: 1. Mike Brown (Hon); 2. Brock Sellards (Kaw); 3. Ty Wallace (Suz); 4. Nathan Ramsey (Suz); 5. Lance Smail (KTM).

50 (4-6): 1. Justin Sipes (KTM); 2. Logan Bell (LEM); 3. Chase Beck (LEM); 4. Kassie Wilks (LEM); 5. Bradley Pack (KTM).

50 (7-8): 1. Michael Willard (KTM); 2. Ryan Wooden (Cob); 3. Kyle Orr (Cob); 4. Shane O'Banion (Cob); 5. Jake Posey (Cob).

60 (7-9): 1. Bradley Ripple (Kaw); 2. Michael Willard (Kaw); 3. Stephen Martin (Kaw); 4. Matt Miller (Kaw); 5. Wade Cordell (Kaw).

60 (10-11): 1. Ryan Sipes (Kaw); 2. Kevin Stone (Kaw); 3. Jeffrey A. Fields (Kaw); 4. Devon Hedrick (Kaw); 5. Marc Manley (Kaw).

80 D BEG: 1. Brett Caldwell (Hon); 2. Wade Cordell (Hon); 3. Paul Brunk (Suz); 4. Jeffery Mead (Hon); 5. Chris Ferguson (Kaw).

JR MINI: 1. Josh Summey (Kaw); 2. Ben Riddle (Kaw); 3. James Stewart Jr. (Kaw); 4. Jerod Whipple (Hon); 5. Justin Whitley (Kaw).

SR MINI: 1. Jeff Gibson (Kaw); 2. Jered Black (Yam); 3. Randy Valade (Kaw); 4. Joshua Woods (Kaw); 5. Daniel Tesh (Kaw).

S/MINI: 1. Jeffery Ryan (Kaw); 2. Ben Riddle (Kaw); 3. Joshua Woods (Kaw); 4. Jered Black (Yam); 5. Joshua Summey (Kaw).

SCHBY: 1. Shae Bentley (Kaw); 2. Nicholas Wey (Kaw); 3. Jon Boruff (Hon); 4. Jeffery Ryan (Kaw); 5. Paul Justus (Yam).

125 A: 1. Mike Brown (Hon); 2. Robbie Horton (Kaw); 3. Barry Carsten (Suz); 4. Jim Chester (Suz); 5. Todd DeHoop (Hon).

125 B: 1. Nicholas Wey (Kaw); 2. Derrick Shae Bentley (Kaw); 3. Charles Dunaway (Kaw); 4. Thomas Barron (Suz); 5. Jacob Dombrosky (Suz).

125 C: 1. Joshua Capps (Kaw); 2. Jason Sutherland (Hon); 3. Jason Branson (Suz); 4. Wesley McCoy (Yam); 5. Luke Presnell (Hon).

125 D: 1. Eric Leonard (Kaw); 2. Ashley Freeman (Kaw); 3. Chris Austin (Hon); 4. Casey Strickland (Hon); 5. Chip Greene (Hon).

250 A: 1. Mike Brown (Hon); 2. Brock Sellards (Kaw); 3. Ty Wallace (Suz); 4. Nathan Ramsey (Suz); 5. Lance Smail (KTM).

250 B: 1. Charles Dunaway (Kaw); 2. Jacob Dombrosky (Suz); 3. Timothy Bruce (Suz); 4. Chap Harkrader (Hon); 5. Kevin Knight (Hon).

250 C: 1. Wesley McCoy (Yam); 2. William Cassavaugh (Hon); 3. Matthew Freed (Suz); 4. Stacy Dickerson (Yam); 5. John Erwin (Suz).

250 D: 1. Jimmy Clendenin (Hon); 2. Derek Brown (Hon); 3. John Goethe (Hon); 4. Jeff Adams (Kaw); 5. David Killien (Hon).

OPEN AM: 1. Ron Jones (Hon); 2. Larry Sparks (Hon); 3. Timothy Smith (Yam); 4. Wayne Harrison (Hon); 5. Nicholas Pinegar (Hon).

25+ A: 1. Keith Bowen (KTM); 2. Billy Liles (Suz); 3. Todd Sheedy (Kaw); 4. Larry Gessner (Hon); 5. Randy Richardson (Hon).

25+ B: 1. Jay Hayes (Hon); 2. Scott Linkous (Suz); 3. Timothy Bruce (Suz); 4. Chris Rose (Yam); 5. Jere Pope (Kaw).

25+ C: 1. Bryan Ripple (Kaw); 2. Anthony Bridges (Hon); 3. Jimmy Pitcock (Suz); 4. Eric Cook (Hon); 5. Marc Cleveland (Hon).

30+ A: 1. Billy Liles (Suz); 2. Cary Morris (Hon); 3. Rick Wright (Hon); 4. Ron Jones (Hon); 5. Gary Graham (Hon).

30+ B: 1. A. Jamie McCoy (Yam); 2. Jeff Dodgen (Yam); 3. David Farris (KTM); 4. Chris Rose (Yam); 5. Jere Pope (Kaw).

30+ C: 1. Marc Cleveland (Hon); 2. Anthony Bridges (Hon); 3. Steve Anneschansley (Hon); 4. Eric Cook (Hon); 5. Cliff Dockery (Yam).

40+: 1. Rick Oxley (Hon); 2. Johnny Gibson (Hon); 3. Duke Finch (Yam); 4. Carl Davis (Hon); 5. Don Knoch (Hon).

48+: 1. William Hagar (Hon); 2. Eugene Shorty Goode (Suz); 3. Ted Shortridge (Hon).

U/L AM: 1. Charles Dunaway (Kaw); 2. Thomas Barron (Suz); 3. Wesley Garmon (Kaw); 4. Nick Turner (Suz); 5. Jay Hayes (Hon).

U/L C-D: 1. Joseph McNeel (Hon); 2. Jason Sutherland (Hon); 3. Gary Hinkle (Yam); 4. Steve Anneschansley (Hon); 5. Jason Smith (Hon).

Eckman, Townsend Top CRC Grand Prix

By Greg Robertson

PALMDALE, CA, OCT. 15

In contrasting rides, Dan Eckman grabbed the early lead and ran away with the 125cc Novice-class victory while Cole Townsend spent the entire 250cc Novice race working up from a poor start to capture the win during California Racing Club's Gremlin Grand Prix, held at Los Angeles County Raceway.

Eckman got away quickest from the 125cc Novice start to lead Ryan Orr, Tyler Buck and Steven Fox. With only the first lap completed, Eckman had built an impressive 10-second lead on Buck, who had gotten around Orr for second. The best racing was between Buck and Orr for second. For 20 minutes Buck held off Orr's relentless charge while Townsend was slowly reeling in the duo.

After 45 minutes of racing Eckman greeted the checkers first aboard his CR125 for a convincing win. Buck finally managed to pull clear of Orr, but in the end it was Townsend who was strongest, as he passed both Buck and Orr in the final laps to earn second-place.

As the 250cc Novices powered through the first few turns and into the high-speed desert portion of the course for the first time, Cory Ayres held down the top spot, followed closely by Casey Patterson, and Victor Banuelos. There was plenty of shuffling of places on the opening lap with Alvin Zalamea coming from out of the pack to grab the lead. Townsend was also on the move, coming from ninth to run fourth behind Patterson. Zalamea pulled out a slight lead over Townsend who had made his way into second place by the third lap of the twelve-lap race. Shane Chamberlin moved into fourth, then into third place when Patterson dropped out of the race.

Townsend slowly reeled in Zalamea aboard his CR250 to make the pass for the lead and the win. Chamberlin finished third.

Results

P/W B D-2: 1. Doug Carter (KTM); 2. Seth Jeffers (Yam); 3. Garrett Jeannette (Yam); 4. Randy Maldonado (Yam); 5. Daniel Ruyon (Yam).

P/W B D-1: 1. Jason Endo; 2. Chase Early; 3. Matthew Lord. P/W A: 1. Edward Herring (LEM); 2. Charles Messer (LEM).

60 BEG: 1. Andrew Nason (Kaw); 2. Jared Tebo (Kaw); 3. Edward Herring (Kaw); 4. Justin Shannon (Kaw).

60 (0-8): 1. Troy Tittlemier (Kaw); 2. Ryan Roybal (Kaw); 3. Ricky Oliver (Kaw); 4. Mark Atkins (Kaw); 5. Dave Carter (Kaw).

60 (9-11): 1. Daryl Ecklund (Kaw); 2. Jason Jeffery (Kaw); 3. Anthony Barbacovi (Kaw); 4. Nicholas Burson (Kaw); 5. Matt Jaskol (Kaw).

80 BEG: 1. Nicholas Burson (Suz); 2. Gregory Freier (Yam); 3. Kit Kunath (Yam); 4. Miles Buck (Suz); 5. Meshay Garcia (Yam).

80 (7-11): 1. Dylan Lord (Hon); 2. Daryl Ecklund (Suz); 3. Shane Smith (Suz); 4. Rick Schaffner (Yam); 5. Jason Jeffery.

80 (12-13): 1. Shawn Scott (Suz); 2. J.J. Bonanno (Yam); 3. Donnie Durrer (Suz); 4. Tyson Tittlemier (Hon); 5. Bobby Steffan (Suz).

80 (14-16): 1. Devin Seeger (Yam); 2. Lars Lindstrom (Hon); 3. Kenny Wright (Kaw).

VINT: 1. Gary Egloff (Mai). DEC: 1. Greg Robertson (Hon); 2. Toivo Kent (Bul).

125 BEG: 1. Raul Aguilar (Kaw); 2. Jeremy Ferro (Hon); 3. Ron West (Hon); 4. Bryan Lang (Hon); 5. Chris Ilustre (Kaw).

125 NOV: 1. Dan Eckman (Hon); 2. Kevin Townsend (Hon); 3. Tyler Buck (Suz); 4. Ryan Orr (Yam); 5. Greg Landers (Hon).

125 INT: 1. Loren Jenkins (Hon); 2. Chris Neitzel (Kaw). 125 PRO: 1. Ty Kady (Suz).

250 BEG: 1. Brian Walker (Kaw); 2. Ethan Dally (Yam); 3. Shane Stanely (Suz); 4. Bob Gorman (Yam); 5. Ernie Diaz (Hon).

250 NOV: 1. Cole Townsend (Hon); 2. Alvin Zalamea (Suz); 3. Shawne Chamberlin (Yam); 4. John Dean (Suz); 5. John Turner (Suz).

250 INT: 1. Jon Zahrt (Yam); 2. Robbie Dunham (Yam); 3. Paul Gilmartin (Hon).

250 PRO: 1. Tim Telford (Yam).

500 BEG: 1. Miguel Lavarello (Hon).

500 NOV: 1. Ron Goodwin (Hon).

500 INT: 1. Rick O'Donnell (Hon).

JR VET BEG: 1. Donnie Pines (Kaw); 2. Sean Haworth (Yam); 3. Ken Varney (Hon); 4. Kevin Wehr (KTM); 5. John Bevan (Kaw).

JR VET NOV: 1. James Jongkind (Hon); 2. Mike Licita (Suz); 3. Cary Ayers (Hon); 4. Edward Moore (Yam); 5. Tod Anderson (Hon).

JR VET EX: 1. Tod Sciacqua (Suz); 2. Tim Telford (Yam); 3. Steve Corteville (Yam); 4. Troy Welty (Hon).

VET BEG: 1. Ernie Diaz (Hon); 2. Robert Coulter (Kaw); 3. Tim O'Donnell (Kaw); 4. Henry Sorcelli (Hon).

VET NOV: 1. Dean Ostrander (Hon); 2. John Knight (Hon); 3. Bruce Tebo (Hon); 4. Tom Miller (Yam); 5. Greg Robertson (Hon).

VET INT: 1. Frank Costanzo (Hon); 2. Harold Smith (KTM); 3. Randy Tittlemier (Hon); 4. Chris Leiker (Hon); 5. Jeff Hares (Hon).

VET EX: 1. Jon Zahrt (Yam); 2. Leo Saul (Yam).

SR BEG: 1. Rick Early (Hon); 2. Randy Taylor (Hon); 3. Larry Kirsch (Hon); 4. Hans Guggenmos (Hon).

SR NOV: 1. Bud Lewis (Yam); 2. Scott Smith (Kaw); 3. Ruthann Renaux (Hon); 4. Raymond Bally (Hon).

SR INT: 1. Mike Ferro (Hon).

SR EX: 1. Terry Davis (Kaw); 2. Bob Dunham (Yam).

Team race

EX/INT: 1. Tod Sciacqua/Alvin Zalamea; 2. Charles Morris/Kenju Gauthier; 3. Scott Hurd/Troy Welty.

250/500: 1. John Bevan/Sean Haworth; 2. Lee Saul/John Butler; 3. Kenny Hall/Chuck Shannon; 4. Jim Jolley/Kelli Jolley.

125: 1. Shawne Chamberlin/Chad Neal; 2. Steven Fox/Mike Zepeda.

80: 1. Shane Fox/Brandon Johnson.

IRNMN: 1. Bobby Johnson; 2. Steve Basmajian; 3. Greg Benton.

IRNMN: 1. Mike Epstein.

IRNMN 60: 1. Justin Shannon.

Sampson shows strength in Black Forest Hare Scrambles

By Paul Michele

HOHENWALD, TN, OCT. 15

Mike Sampson rode his Yamaha to a convincing win in the first round of the Mid-South Winter series on a warm, sunny day in the rolling hills of southern Tennessee.

Sampson took the Pro-class holeshot and led the field into the woods, until the first downhill when fellow Indiana native KTM rider John Maschino found a quicker line and shot into the lead. Maschino continued out front until halfway around the eight-mile course when he had a flat front tire that ended his day prematurely. Kentucky Yamaha rider Mike Morris took over and led through the remainder of the first lap with Sampson close behind. Mike Cornett clocked through third after a dismal start. Three-time champion Suzuki rider Robert Patterson came through fourth and Maschino took fifth.

About a mile into the second lap, Sampson moved past fellow Yamaha rider Morris for the lead. Cornett clocked in third while Patterson followed in fourth after tagging a tree at a speed that left him dazed for the remainder of the lap. From the looks of him after the race, any normal person would have pulled off and called it a day. Jack Bailey on a big-bore Honda CR clocked through fifth.

The third lap was pretty much uneventful except for Patterson regaining his composure and getting by Cornett to clock through in third at lap's end. Sampson came through on the fourth of five laps about a minute and a half ahead of second-place Patterson. Morris held onto third and Cornett kept fourth with Bailey in fifth.

Sampson came through at the finish with about a minute to spare. Former champ Patterson finished second with nothing to be ashamed of after coming back from a near-fatal crash. Morris followed in third with Cornett holding a respectable fourth and Bailey in fifth.

Results

PRO/AA: 1. Mike Sampson (Yam); 2. Robert Patterson (Suz); 3. Mike Morris (Yam); 4. Michael Cornett (KTM); 5. Jack Bailey (Hon).

VET B: 1. Mike Stinson (Hon); 2. John Broughton (Hon); 3. Ricky Miller (Yam); 4. Mike Vandiver (Kaw); 5. Mark Wood (Hon).

SR: 1. Paul Michels (ATK); 2. Paul Gibbons (Suz); 3. Ronnie Hackett (Suz); 4. Larry Still (Hon); 5. Dennis Reed (Suz).

S/SR: 1. Jimmy Ford (Hon); 2. John Giles (Yam); 3. Guy Anderson (Kaw); 4. John Friedli (Kaw); 5. Ron Pruitt (Kaw).

OPEN B: 1. Chris Beard (Kaw); 2. Robert Lich (Kaw); 3. Roger Hendon (Hon); 4. Paul Johnson (Hon); 5. David Dougherty (Hon).

250 B: 1. Gary Hedricks (Yam); 2. Tim Grain (Yam); 3. Corey Conkright (Yam); 4. Raymond Patterson (Suz); 5. Joe Rogers (Hon).

125 B: 1. Kevin Creekmur (Yam); 2. Robert Clark (Hon); 3. Thomas Bumpus (Suz); 4. Michael Hudson (Yam); 5. James Bailey (Hon).

200 B: 1. Clint Robinson (Kaw); 2. Thomas Campbell (Kaw); 3. Ronald Skipper (Kaw); 4. Tim Cothran (Kaw); 5. Rick Shell (Yam).

VET A: 1. Tony Hendon (Suz); 2. Scott Martin (Kaw); 3. William Short (Hon); 4. Robert Roy (Yam); 5. Dallas Mayer (Yam).

200 A: 1. Michael Sanders (Kaw); 2. John Lenard (Kaw); 3. Darin Phillips (Kaw); 4. Gary Horton (Kaw); 5. Barry Brazier (Kaw).

250 A: 1. Steve Ezell (Yam); 2. Todd Wilson (Yam); 3. Jared Smith (KTM); 4. Chris Hicks (Kaw); 5. Shawn Belville (Yam).

OPEN A: 1. Harvey Whitaker (Hon); 2. Mark Thurman (Hon); 3. Taras Massey (Hon); 4. John Bingham (KTM); 5. Jason Jennings (KTM).

WMN: 1. Suzy Fann (Yam).

4-STRK: 1. Ken Arnold (Hon); 2. Joey Harrel (Hon); 3. Rob Stephens (Hon); 4. Greg Prince (Hon); 5. Alan Garret (Hon).

LT TRL: 1. Randy Hicks (Kaw); 2. Ricky Ford (Kaw); 3. Edward Hughes (Yam); 3. Ronnie Frost (Hon); 5. Joel Byron (Hon).

HVY TRL: 1. Jason Dickey (Suz); 2. Gene Alley (Suz); 3. Jeff Scott (Suz); 4. Charles Riddle (Hon); 5. James Gay (Yam).

Johnson tames Trans-Cal MX

By Tracy Asher

RAMONA, CA, OCT. 15 Team Green rider Casey Johnson had a great week, first inking a deal with Pro Circuit and then winning the top cash in the 125cc Pro class at Barona Oaks Raceway during round three of the CMC Trans-Cal Series.

The first 125cc Pro moto saw Chris Wheeler grab the holeshot. Less than halfway through the first lap, Johnson passed Wheeler with David Pingree on his rear fender. Johnson held off Pingree's every move for the first four laps before Pingree sneaked by in a whoop section for the eventual win. Dustin Nelson, who suffered a midpack start, reeled in Wheeler and Lytle to move into third on lap six. Pingree grabbed the checkered with Johnson and Nelson in tow. Wheeler and Lytle finished fourth and fifth, respectively.

Moto two saw Tommy Clowers get a holeshot that was short-lived. Johnson worked fast and jumped past Clowers to gain the lead with Pingree back in fourth place. Johnson cruised out front while Clowers, Wheeler and Pingree staged a three-way battle for second. Clowers kept his Honda humming until lap six where both Wheeler and Pingree passed.

Pingree battled with Wheeler until the last lap when he sneaked under him to move into second and make a last-ditch effort to catch Johnson. Pingree was on fire and pulled to within three bike lengths of Johnson before sliding out in a corner and handing Johnson an easy victory. Wheeler was second with Nelson, Pingree and Clowers finishing behind him in that order.

Results

50 P/W (4-6): 1. Weston Peick (KTM); 2. Cole Seeley (KTM); 3. Chad Goles (KTM); 4. Candice Holshager (KTM); 5. Jon McCarthy (Yam).

50 P/W (7-9): 1. Ricky Hemme (LEM); 2. Cas Swirt (LEM); 3. J.J. Noone (KTM); 4. Mikal Overman (KTM); 5. Tylor Pineda (KTM).

60 (0-8): 1. Kyle Partridge (Kaw); 2. J.J. Noone (Kaw); 3. Cas Swift (Kaw); 4. Ricky Hemme (Kaw); 5. Dallas Peick (Kaw).

60 (9-11): 1. Jesus Casillas (Kaw); 2. Daniel Taft (Kaw); 3. Jedd Medina (Kaw); 4. Chris Nihan (Kaw); 5. Jonathan Rose (Kaw).

80 BEG: 1. Tim Armstrong (Kaw); 2. Matt Armstrong (Yam); 3. Brandon Hamlett (Kaw); 4. Daniel Taft (Suz); 5. Geoff Robinson (Suz).

80 OPEN: 1. Bryan McGovern (Hon); 2. Sean Hamblin (Suz); 3. Chris Roger (Suz); 4. Shane Bess (Kaw); 5. Bobby Bonds (Kaw).

80 (12-16): 1. Bryan McGovern (Hon); 2. Tim Langdon (Kaw); 3. Olan Hamblin (Yam); 4. Monte Montague (Yaw); 5. Mike Dillorette (Yam).

125 BEG: 1. Chris Kelley (Suz); 2. Lennie Liston (Suz); 3. Nicholas Waters (Suz); 4. Kris Lavoie (Yam); 5. Casey Newhouse (Kaw).

125 JR: 1. Bryan Jaramillo (Kaw); 2. Cory Gibbons (Hon); 3. Bullfrog Newcomer (Hon); 4. Casey Gould (Hon); 5. Bryan Cox (Hon).

125 INT: 1. Jiri Dostal (Suz); 2. Josh Tarantino (Yam); 3. Tyler Evans (Suz); 4. Shawn Ellis (Suz); 5. Doug Parsons (Suz).

125 PRO: 1. Casey Johnson (Kaw); 2. David Pingree (Kaw); 3. Chris Wheeler (Suz); 4. Dustin Nelson (Kaw); 5. Casey Lytle (Hon).

250 BEG: 1. Jeremiah Brower (Hon); 2. Danny Younghusband (Yam); 3. Rick Chak (Hon); 4. Kenard Lipscomb (Suz); 5. Ron Gladding (Yam).

250 JR: 1. Brian Farrell (Suz); 2. Tustin Osborne (Kaw); 3. Kevin Coleman (Hon); 4. Jason Lewether (Yam); 5. Craig Monty (Kaw).

250 INT: 1. Shawn Ellis (Suz); 2. Colin Couto (Hon); 3. Todd Mitchell (Suz); 4. Keny Terracciano (Hon); 5. Andy Anaya (Yam).

250 PRO: 1. Dustin Nelson (Kaw); 2. Casey Lytle (Hon); 3. Pat Foster (Kaw); 4. Donald Upton (Hon); 5. Spud Walters (Suz).

UTH AM: 1. Mark Brooks (Yam); 2. David McCown (Hon); 3. Greg Young (Suz); 4. Anthony Hadsall (Hon); 5. Scott Wilkinson (Hon).

WMN: 1. Tricia Young (Yam).

VET BEG: 1. Tom Bell (Hon); 2. Richard McCold (Hon); 3. Greg Pagen (Yam); 4. Philippe Pege (Hon); 5. Tim Briney (Yam).

VET JR: 1. Steve Laninovich (Suz); 2. Scott Richeson (Kaw); 3. Jerry Jetton (Suz); 4. Ronnie Brown (Kaw); 5. Chris Swift (Hon).

VET INT: 1. Bobby Vrhel (Hon); 2. Mark Brooks (Suz); 3. Gregg Young (Suz); 4. Don Connelly (Suz); 5. Scott Wilkinson (Hon).

VET MSTR: 1. Martin Lossner (Yam); 2. Scott Walker (Kaw); 3. Bob Shimp (Yam).

O/T AM: 1. David Chunn (Suz); 2. J.J. Harris (Suz); 3. Peter Terraciano (Kaw); 4. Roger Dallon (Yam); 5. Ron Tuzinsky (Hon).

O/T MSTR: 1. Bob Shimp (Hon); 2. Mark Brooks (Suz); 3. Mike Marrior (Yam); 4. Gary Doggett (Hon); 5. Alan Kent (Yam).

Stanley wins Formula TT RR

By Carl J. Tresser

PORTLAND, OR, SEPT. 24 TT and short track specialist Dan Stanley topped the flat trackers that showed up to road race flat track bikes at Portland International Raceway's 1.95-mile road course.

Stanley's wire-to-wire victories in both races earned the Brian Billings-sponsored rider \$300. In race one, Stanley rocketed off to a great start as Rex Fisher chased close in second, but gearing would prove to be Stanley's advantage as his Rotax pulled out a sizable lead over Fisher. Following in a distant third was the 750 Triumph of Jim Perry, which proved to be no match for the Rotax riders in race one.

Stanley again got the jump off the line in race two and never looked back, but this time it was Perry on the Triumph who set out for Stanley in second. In a close third was Pro-Am rider Lee Jensen on his Rotax. Despite a good ride by

Fisher in the first race, mechanical problems would force him to pull off the track on the second lap. By the end of five laps, Stanley proved he was fastest of the day, easily racing to the checkers first. Perry placed a solid second with Jensen in third.

Formula TT racing is based on a standard flat track set up to include flat-track tires, up-style handlebars and no streamlining. Despite these non-non-road racing features, lap times were considered by PIR road race locals to be very competitive as Stanley was clocked at 1 minute, 24.37 seconds.

Results

O/A: 1. Dan Stanley (Rtx); 2. Jim Perry (Tri); 3. Rex Fisher (Rtx); 4. Lee Jensen (Rtx).

Holland hits Glen Helen MX

By Tony Alessi

SAN BERNARDINO, CA, OCT. 8

Rusty Holland gave it his all during round three of the GFI Fall series at Glen Helen Cycle Park and came away with 125cc Pro-class victory as well as a close second to Jeff Matiasovich in the 250cc Pro class.

Holland chased early leader Ray Hensley in the first 125cc Pro race before he made a mistake and dropped back to sixth place. Travis Preston assumed the lead and went on for the moto win while Holland mounted a charge which carried him to the runner-up position by the end of the race. Ty Kady seemed to have sorted out some of the gremlins that have been plaguing him and finished a respectable third in front of Hensley and Scott Takacs.

The second moto saw Kady out front and controlling the pace for two laps before he misjudged the high-speed rocker section and wound up on his head, and out of the race.

Holland picked up the lead and successfully held Preston at bay for the remainder of the moto to take the overall victory. Preston finished second followed by Hensley, rookie Pro Dean Van Riper and Turtle Wikoff.

Holland returned in the 250cc Pro class and hounded new Japanese Supercross champ Jeff Matiasovich during both motos. Holland gave it all he had, but all he had wasn't enough as Matiasovich came up with the moves that counted most for a double-moto victory over Holland, Preston, Sauro and Dennis.

Jimmy Varis simply outrode everyone in the first 125cc Intermediate moto and led the field from the get-go. Varis seemed full of confidence as he flew high over an awesome 80-foot double jump which left many of the racers in doubt. Doug Parsons rode a very strong moto for second while both Josh Tarantino and Jiri Dostal came from the back of the pack to third and fourth, respectively.

The second moto was the property of Jiri Dostal, who simply rode a flawless race for the moto win. Varis rode an equally impressive race for second in front of Tarantino, Parsons and Kenny Miller who has yet to locate his riding apparel.

Ito Posca continued his dominance of the 125cc Novice class and once again posted a double-moto sweep of the class. Bullfrog Newcomer used a pair of third-place finishes to secure the runner-up spot over Neil Alonzo, Dusty Walters and Lance White.

Results

Small Track
50 F/T (4-6): 1. Trey Garcia (Yam); 2. Myles Tedder (Yam).
50 STK BEG (4-6): 1. Jon McCarthy (Yam).

Main Track
50 (4-6) STK: 1. Jeff Alessi; 2. Ryan McClintock (Kaw); 3. Jon McCarthy (Yam).

50 OPEN: 1. Mike Alessi.

60 F/T: 1. Andrew Petrie (Kaw); 2. Sam Moore (Kaw); 3. Hollywood Hernandez (Kaw); 4. Matthew Tedder (Kaw).

60 BEG: 1. Adam Benavides (Kaw); 2. Kyle Foltz (Kaw); 3. Kevin Hunter (Kaw); 4. Bruce Wilkinson (Kaw); 5. Justin Lavoie (Kaw).

60 NOV: 1. Mike Alessi (Kaw); 2. Andrew Renshaw (Kaw); 3. Justin Munyon (Kaw); 4. Zac Wray (Kaw).

60 INT: 1. Andy Piorer (Kaw).

60 OPEN: 1. J.J. Hall (Kaw); 2. Chris Nihan (Kaw).

80 F/T: 1. Christopher Avery (Yam).

80 BEG: 1. Bryan Blagg (Yam); 2. Chris Nihan (Yam); 3. John Burr (Yam); 4. Miguel Jauregui (Suz); 5. Matt O'Malley (Yam).

80 NOV: 1. Kevin Gahan (Yam); 2. J.J. Bonanno (Yam); 3. Brian Hulsey (Kaw).

80 OPEN: 1. Bryan McGavran (Hon); 2. Sean Hamblin (Yam); 3. Jonathan Shimp (Suz); 4. Tim Langdon (Kaw).

125 BEG: 1. Nick Waters (Suz); 2. Travis Turner (Kaw); 3. T.J. Galaviz (Hon); 4. Jeff Eide (Yam); 5. Jason Duncan (Hon).

125 NOV: 1. Ito Posca (Kaw); 2. Bullfrog Newcomer (Hon); 3. Neil Alonzo (Kaw); 4. Dusty Walters (Yam); 5. Lance White (Kaw).

125 INT: 1. Jimmy Varis (Suz); 2. Jiri Dostal (Suz); 3. Josh Tarantino (Yam); 4. Kenny Miller (Suz); 5. Adam Pierce (Kaw).

125 PRO: 1. Rusty Holland (Suz); 2. Travis Preston (Suz); 3. Ray Hensley (Hon); 4. Dean Van Riper (Kaw); 5. Turtle Wikoff (Hon).

250 BEG: 1. Dirk Davidon (Kaw); 2. Wade Baebler (Hon); 3. Tim Konkol (Yam); 4. Rusty Setson (Suz); 5. Dominic Gaytan (Yam).

250 NOV: 1. Justin Osborne (Kaw); 2. Craig McCall (Kaw); 3. Kaipo Chung (Yam); 4. Kevin Coleman (Hon); 5. Bret Millan (Yam).

250 INT: 1. Michel Becke (Yam); 2. Dan Berg (Hon); 3. Andy Anaya (Kaw); 4. Eddie Leglio (Suz); 5. Kelly Pichel (Kaw).

250 PRO: 1. Jeff Matiasovich (Kaw); 2. Rusty Holland (Suz); 3. Travis Preston (Suz); 4. Bill Sauro (Hon); 5. Paul Dennis (Yam).



500 BEG: 1. Aric Botts (Hon).
500 NOV: 1. Todd Lipscombe (KTM); 2. Glenn Zetterquist (Hon).

500 PRO: 1. Terry Fowler (Hon); 2. Willy Musgrave (Hon); 3. Jon Nelson (Hon); 4. Gary Doggett (Hon); 5. Carl Gazafy (Hon).

25+ BEG: 1. Mike Worrall (Hon); 2. Tom Hunter (Hon); 3. Tim Konkol (Yam); 4. Nick Kelbaugh (Hon); 5. Matt Burroughs (Kaw).

25+ NOV: 1. Dave Galland (Hon); 2. Jeff Finch (Hon); 3. Jay Pavlovic (Yam); 4. Andy Kyler (Suz); 5. Jamie Young (Yam).

25+ INT: 1. Michel Becke (Yam); 2. Mike Hooker (Kaw); 3. Kelly Pichel (Kaw); 4. J.J. Petchel (Hon); 5. Joe Merriam (Hon).

25+ EX: 1. Kenny Clifton (Hon); 2. Matt Tedder (Hon); 3. Ron Gilbert (Hon).

30+ BEG: 1. Dirk Davidson (Kaw); 2. Todd Ferguson (Yam); 3. John Grise (Kaw); 4. Tim Williams (Kaw); 5. Jay Cumbe (Hon).

30+ NOV: 1. Bob Prida (Hon); 2. Jay Pavlovic (Yam); 3. Mark Perez (Hon); 4. Ron Coleman (Hon); 5. Richard Anaya.

30+ INT: 1. Ron Watmore (Yam); 2. Joe Merriam (Hon); 3. David Sarian (Kaw); 4. Eric Fleming (Yam); 5. Cougar McGruder (Hon).

30+ PRO: 1. Terry Fowler (Hon); 2. Willy Musgrave (Hon); 3. Jon Nelson (Suz); 4. Loren Pochirowski.

35+ NOV: 1. Matt Nelson (Hon); 2. Bob Bang (Yam).

35+ INT: 1. David Sarian (Kaw); 2. Scott Wilkinson (Hon); 3. Steve Williams (Hon); 4. Daniel Scharf (Kaw); 5. Gary Doggett (Hon).

35+ EX: 1. Matt Tedder (Hon).

40+ INT: 1. Dan McClintock (Yam); 2. Danny Smith (Hon); 3. Gregg Humber (Yam); 4. W.G. Wilson (Suz).

40+ EX: 1. Skid Rowe (Hon); 2. Randy Minter (Kaw); 3. Carl Gazafy (Hon); 4. Mike Marion (Yam); 5. Gary Doggett (Hon).

Johnson mows down Moriarty Motocross

By Jim Wagner

MORIARTY, NM, OCT. 14-15

A wonderfully determined Isaiah Johnson dogged the only two riders as fast as he is and then methodically block-passed each one for a stunning victory in the second Open A moto at Moriarty Motocross.

First, the 16-year-old Johnson set up and passed longtime rival and Suzuki rider Ryan Clark, 17, to move into second place in the moto during the last race day of the season at the track. Then Johnson hounded Travis Hodges, 23, and blocked him in a right-hand sweeper. Immediately, Johnson burst to a 10-yard lead. He and Hodges, who finished in the top 10 during two 125cc National Supercross races this year, ride Kawasaki. Hodges was aboard a 1996 model; Johnson, a 1995.

Johnson realized he would have to surprise Clark and Hodges if he was to beat them.

"You have to be aggressive. Sometimes it involves contact and sometimes you fall down," Johnson said. "Usually they shut off if they see you coming up on the inside. If they don't, you collide."

Johnson's second-moto win gave him a 1-1 day to earn the overall Open A victory. In the first moto, a risky midair, triple-jump pass of Clark three turns before the finish on the last three hills of the so-called "Ten Commandments" had given him the win.

In the 250cc class, Clark won the first moto and Johnson the second. The overall went to Johnson.

Clark won in the 125cc class, grabbing the holeshot in the first moto and in the second moto taking the lead from Yamaha rider Keith Johnson on the first lap.

Results

Saturday
125/SPTSMTN: 1. Ryan Clark (Suz); 2. Keith Johnson (Yam); 3. Isaiah Johnson (Kaw); 4. Kyle Abney (Hon); 5. Dax Kastarin (Suz).

250/SPTSMTN: 1. Isaiah Johnson (Kaw); 2. Keith Johnson (Yam); 3. Lane Swink (Kaw); 4. Kyle Abney (Hon).

Overall 250cc Pro winner Jeff Matiasovich (17) leads 125cc Pro winner Rusty Holland (86) at the GFI/Glen Helen Raceway MX.

OPEN A/SPTSMTN: 1. Isaiah Johnson (Kaw); 2. Keith Johnson (Yam); 3. Dax Kastarin (Suz).

30+ A: 1. Bear Hensley (Suz); 2. Dave Donaldson (Hon); 3. Randy Wysocki (Kaw).

30+ B: 1. Lee Sanchez (Hon); 2. Mike Coker (Hon); 3. Charles Breckenridge (Hon).

125 B: 1. Scott Meyer (Kaw); 2. Zach White (Yam); 3. Ronnie Clark (Kaw); 4. Adam Fortenberry (Yam); 5. John Stewart (Yam).

250 B: 1. John Stewart (Yam); 2. Zach White (Yam); 3. Isaac Medina (Kaw); 4. Lee Sanchez (Hon); 5. Randy Wysocki (Kaw).

OPEN B: 1. Zach White (Yam); 2. John Stewart (Yam); 3. Ronnie Clark (Kaw); 4. Isaac Medina (Kaw); 5. B.B. Carter (Suz).

125 C: 1. Mike Pate (Kaw); 2. McLain Prawitz (Yam); 3. Greg Lujan (Yam); 4. Paul Conklin (Kaw); 5. Michael Rodriguez (Yam).

250 C: 1. Steve Daugherty (Yam); 2. Chad Thacker (Kaw); 3. Paul Conklin (Yam); 4. Anbel Garcia (Suz); 5. Michael Rodriguez (Yam).

OPEN-C: 1. Michael Fortenberry (Yam); 2. Greg Lujan (Yam); 3. Myles Cartelli (Kaw); 4. Chad Thacker (Kaw); 5. Paul Conklin (Yam).

125 BEG: 1. Jerry Hicks (Suz); 2. Travis Miller (Kaw); 3. Raven Addington (Hon); 4. Hoyt Dutton (Kaw); 5. Steve Harrison (Kaw).

250 BEG: 1. Michael Carey (Kaw); 2. Jeff Saiani (Kaw); 3. Jeffrey Borczynski (Yam); 4. Stacy Brian (Hon); 5. Steven Fambrough (Hon).

S/MINI D-1: 1. Justin Buckelew (Yam); 2. Gio Tedesco (Kaw); 3. Ivan Tedesco (Kaw); 4. Andrew Short (Kaw); 5. Jeff Boone (Kaw).

S/MINI D-2: 1. Veda Addington (Hon); 2. Eddie Martinez (Yam); 3. Richard Samberson (Yam); 4. Kyle Roach (Kaw); 5. Dustyn Marsing (Yam).

80 A: 1. Gio Tedesco (Kaw); 2. Ivan Tedesco (Kaw); 3. Justin Buckelew (Yam); 4. Andrew Short (Kaw); 5. Billy Dotson (Suz).

80 B: 1. Mike Hill (Suz); 2. Brett Burin (Yam); 3. Steven Guinn (Yam); 4. Clint Peterson (Kaw).

80 C: 1. Veda Addington (Hon); 2. Eddie Martinez (Yam); 3. Dustyn Marsin (Yam); 4. Gabe Benavidez (Kaw); 5. Kyle Roach (Kaw).

80 BEG: 1. Jackson Cerleski (Kaw); 2. Jeff Hill (Suz); 3. Jason Wallace (Kaw); 4. Daniel Martinez (Yam); 5. Andy Otis (Yam).

P/W (4-6): 1. Joshua Marsing (KTM); 2. Phillip Olivias (KTM); 3. Bradley Graham (LEM); 4. Ryan Wilson (Yam); 5. Brad Brennan (KTM).

P/W (7-8): 1. Thomas Suman (LEM); 2. Mark Graddy (LEM); 3. Mathew Davis (LEM); 4. Tanner Therghesen (KTM); 5. Lance Hiser (KTM).

P/W OPEN: 1. Mark Graddy (LEM); 2. Thomas Suman (LEM); 3. Mathew Davis (LEM); 4. Tanner Therghesen (KTM); 5. K.C. Henthorn (LEM).

60 (7-9): 1. Christopher Phelan (Kaw); 2. Moss Halladay (Kaw); 3. Trevor Monks (Kaw); 4. Zack Dyer (Kaw); 5. Jeremiah Priest (Kaw).

60 (10-11): 1. Matthew Buris (Kaw); 2. Jeremy Wilson (Yam); 3. Derek Coker (Kaw); 4. Tony Martinez (Kaw); 5. Austin Ginn (Kaw).

60 BEG: 1. Chase Selman (Kaw); 2. Lance Hiser (KTM); 3. Wesley Breckenridge (Kaw).

P/W BEG: 1. Natasha Hoffschneider (Hon); 2. R.C. Szabo (Yam); 3. Charles Ledford (Yam); 4. Jason Fleming (Yam); 5. Daniel Fleming (Yam).

Sunday
125/SPTSMTN: 1. Ryan Clark (Suz); 2. Isaiah Johnson (Kaw); 3. Keith Johnson (Yam); 4. Lane Swink (Kaw); 5. Scott Meyer (Kaw).

250/SPTSMTN: 1. Isaiah Johnson (Kaw); 2. Ryan Clark (Suz); 3. Keith Johnson (Yam); 4. Lane Swink (Kaw); 5. Travis Hodges (Kaw).

OPEN A/SPTSMTN: 1. Isaiah Johnson (Kaw); 2. Travis Hodges (Kaw); 3. Ryan Clark (Suz); 4. Keith Johnson (Yam); 5. Dax Kastarin (Suz).

30+ A: 1. Bear Hensley (Suz); 2. Tracy Cubbering (Hon); 3. Rex Nimrod (Kaw); 4. Dwight Catalano (Yam).

40+ : 1. Dwight Catalano (Yam); 2. Bill Emig (Kaw); 3. Michael Kern (Hon); 4. Billy Addington (Hon).

125 B: 1. Ronnie Clark (Kaw); 2. Jon Stewart (Yam); 3. Zach White (Yam); 4. Levi Ballog (Yam); 5. Adam Fortenberry (Yam).

250 B: 1. Zach White (Yam); 2. John Stewart (Yam); 3. Shane Kendall (Hon); 4. Isaac Medina (Kaw); 5. Larry Curran (Yam).

30+ B: 1. Charles Breckenridge (Hon); 2. Larry Curran (Yam); 3. Lee Sanchez (Hon); 4. Mike Coker (Hon); 5. Steve Basin (Yam).

125 C: 1. Michael Fortenberry (Yam); 2. Mike Pate (Kaw); 3. Greg Lujan (Yam); 4. Jerry Hicks (Suz); 5. John McDonald (Hon).

250 C: 1. Myles Cartelli (Kaw); 2. Paul Conklin (Yam); 3. Steve Daugherty (Yam); 4. Mike Geilenfeldt (Yam); 5. Travers Wise (Hon).

OPEN C: 1. Michael Fortenberry (Yam); 2. Myles Cartelli (Kaw); 3. Greg Lujan (Yam); 4. Ian Forsythe (Kaw); 5. Mike Geilenfeldt (Yam).



(Above) Dennis Jonon (136) defeated Justin Workman (31) for the win in the 50cc Stock (7-8) class during the Starwest Mini Stars MX. (Left) Seventeen-year-old Nick Pearson became the youngest rider ever to win a National Hare & Hound with his victory in the Moonrock 9 National Hare & Hound in Nevada.

125 BEG: 1. Justin Clifford (Hon); 2. Raven Addington (Hon); 3. Brookie Renker (Hon); 4. Travis Miller (Kaw); 5. Hoyt Dutton (Kaw).
250 BEG: 1. Clyde Jorgensen (Yam); 2. Sean Gordon (Hon); 3. Jeff Saiani (Kaw); 4. Steven Fambrough (Hon); 5. Don Gray (Yam).
S/MINI 1: 1. Justin Buckelew (Yam); 2. Gio Tedesco (Kaw); 3. Ivan Tedesco (Kaw); 4. Andrew Short (Kaw); 5. Adam Burris (Suz).

S/MINI 2: 1. Veda Addington (Hon); 2. Eddie Martinez (Yam); 3. Richard Samberson (Yam); 4. Mike Szabo (Yam); 5. Dustyn Marsing (Yam).

80 A: 1. Justin Buckelew (Yam); 2. Ivan Tedesco (Kaw); 3. Gio Tedesco (Kaw); 4. Billy Dobson (Suz); 5. Andrew Short (Kaw).

80 B: 1. Clint Peterson (Kaw); 2. Brett Burin (Yam); 3. Michael Hill (Suz).

80 C: 1. Lee Fambrough (Yam); 2. Eddie Martinez (Yam); 3. Veda Addington (Hon); 4. Rafael Husler (Kaw); 5. Gilbert Garcia (Hon).

80 BEG: 1. Jackson Cerkleski (Kaw); 2. Ronnie Smith (Hon); 3. Jeffrey Hill (Suz); 4. Andy Otis (Yam); 5. Chris Jones (Kaw).

60 BEG: 1. Martin Montano (Kaw); 2. Grant McKinnley (Kaw); 3. Lance Hiser (KTM); 4. Chase Selman (Kaw); 5. Wesley Breckenridge (Kaw).

60 (7-9): 1. Trevor Mauks (Kaw); 2. Moss Halladay (Kaw); 3. Jeremiah Priest (Kaw); 4. Zack Dyer (Kaw); 5. Spineer Rogers (Kaw).

60 (10-11): 1. Brad Alarid (Suz); 2. Matt Burris (Kaw); 3. Christopher Phelm (Kaw); 4. Jeremy Wilson (Yam); 5. Tony Martinez (Kaw).

P/W BEG: 1. R.C. Szabo (Yam); 2. Charles Ledford (Yam); 3. Javier Chavez (Suz); 4. Jason Fleming (Yam); 5. Daniel Fleming (Yam).

P/W (4-6): 1. Josh Marsine (KTM); 2. Ryan Wilson (Yam); 3. Bradley Graham (LEM); 4. Phillip Olivar (Kaw); 5. Jason Wright (Yam).

P/W (7-8): 1. Mark Graddy (LEM); 2. Matthew Davis (LEM); 3. Tom Suman (LEM); 4. Lance Hiser (KTM); 5. Tanner Thergesen (KTM).

P/W OPEN: 1. Martin Montano (Yam); 2. Matthew Davis (LEM); 3. Lance Hiser (KTM); 4. Mark Graddy (LEM); 5. Thomas Suman (LEM).

Saum hits Below the Rim Trial

By Dana Cline

PAYSON, AZ, OCT. 8

Trails Masters John Suriano and Jim Walsh put on a challenging Trials event in the historic Zane Grey area of northern Arizona, located just outside of Payson. It was the Central Arizona Trials Club's second event of the 1995-96 season.

Junior through Intermediate classes rode the sections in the morning, and Advanced and above rode in the afternoon. By using this type of schedule, most riders get to have a chance at checking or scoring sections that they normally are not riding.

Andy Saum was the Champion-class winner on his Gas Gas, while Beta-mounted Bob Pennington took the Expert-class win over Fantic rider Carl Miller.

Results

JR: 1. Derick Geshell (Yam).
BEG: 1. Randall Bohl (Suz); 2. Dan Chain (Hon).
VINT: 1. Brad Taylor (Oss).
TW SHK: 1. Mike Cruise (Fan).
SR NOV: 1. Terry Sterrett (Tri).
NOV: Eric Winters (Yam).
ELITE: 1. Pat Paddock (Bet).
SR INT: 1. Rob Reese (Yam).
INT: 1. Jesse Green (G-G); 2. Rick Hillsamer (G-G); 3. Rob Stanly (Yam).
SR ADV: 1. Mark Sutton (Bet).
ADV: 1. Jeremy Patrick (G-G); 2. Johnny Harshman (Bet); 3. Tim Hillsamer (G-G).
SPTSMN: 1. Greg Compagnone (G-G); 2. Bob Grant (G-G).
EX: 1. Bob Pennington (Bet); 2. Carl Miller (Fan).
CHAMP: 1. Andy Saum (G-G).

Pearson rocks Moonrock H&H

By Debbie Kane

SPARKS, NV, OCT. 1

Nick Pearson was the first to get re-entry clearance at the Moonrock 9 National Hare and Hound in the Hungry Valley OHV area north of Reno.

The 17-year-old piloted his KTM across Nevada's lunar surface to score the overall win, making him the youngest rider ever to win a National Hare and Hound. Greg Zitterkopf was close behind to pick up the brass in the Four-Stroke class. A little moon dust wasn't enough to slow Drey Dircks from taking the Vet-class honors. Sam Key managed to jump the craters and claim the Open-class win. "Rocket" Rex Stafen was looking pretty sporty for a 40-year-old in the Senior Division, and the hottest Super Senior was Louie Marshall.

This year's course was pretty challenging, but full of variety. Along with the usual jaunt through the famous "Moonrock" formation, there were plenty of sand washes, whoops, fast roads, and a downhill section full of rocks.

Congratulations to Paul Reimel for taking the overall Amateur-class win and to Craig Hoffman for being the top Novice rider. Michelle Cassella sewed up the Women's Expert class while Naomi Willis just barely edged out Becky Phariss for the Women's Novice trophy.

For Team No Snivelers, promoters of the Moonrock, this was a special event. Along with the help of MADD club members, promoters asked participants to tie a red ribbon to their chest protectors for fellow members George and Judy Baker, victims of a drunk driver. George has been hospitalized since the August 7 accident. His wife Judy was killed. He is recovering from surgery to rebuild his face and ankles, and has suffered the loss of an eye. Thanks to local television station KOLO, George was able to see the support of all the racers.

Team No Snivelers M.C. was thankful to all those who wore ribbons and announced that every year, \$1 per rider will be donated to MADD in George's name.

Results

OPEN EX: 1. Sam Key (Kaw); 2. Mark Lundgreen (KTM); 3. Danny Deroche (KTM); 4. Greg Paramount (KTM); 5. Gary Sharpe (Kaw).
4-STRK EX: 1. Greg Zitterkopf (KTM); 2. Thomas Hampton (HUS); 3. Jeff Capt (Hon); 4. Kevin Brown (Hon); 5. Jay Heying (KTM).
250 EX: 1. Nick Pearson (KTM); 2. Jim Gray (KTM); 3. Craig Smith (Kaw); 4. Jason Kewell (Kaw); 5. Eric Mashbir (Hon).
125 EX: 1. Allan Cassaro (Hon); 2. Scott Herweg (KTM).
30+ EX: 1. Drey Dircks (Hon); 2. Abe Baumann (Kaw); 3. David Froman (Kaw); 4. Steve Smith (KTM); 5. Randy Jennings (Yam).
40+ EX: 1. "Rocket" Rex Staten (Kaw); 2. Bill Maxim (Kaw); 3. Steve Pitts (ATK); 4. Bob Shannon (Yam); 5. Bill Walsh (Hon).
50+ EX: 1. Louie Marshall (Hon); 2. Ron Keeping (Hon); 3. David Rockwell (Hon); 4. Edd Haymond (KTM); 5. Robert Torgerson (Hon).
WMN EX: 1. Michelle Cassella (Kaw); 2. Luana Canfield (Kaw).
OPEN AM: 1. Steve Haymond (Kaw); 2. Russell Bickle (Kaw); 3. Scott Ferris (KTM).
4-STRK AM: 1. Ron Honea (Hon); 2. John Mumme (KTM); 3. Ken Reber (Hon); 4. Rodney Wilson (Hon); 5. Jim Robinson (Hus).

250 AM: 1. Jim Bryant (Hon); 2. David Seligman (Hon); 3. Travis Sluder (Kaw); 4. Art Fleming (Yam); 5. Dan McNurlin (Hon).

125 AM: 1. Curt Korte (Suz); 2. Steve Reynolds (Hon).
30+ AM: 1. Paul Reimel (Yam); 2. Frank Sacher (Kaw); 3. Daniel Lee (Kaw); 4. Dana Reed (KTM); 5. Lewis Joliff (Suz).

40+ AM: 1. Rodger Mercer (KTM); 2. Bob Williams (Hus); 3. John Miller (Kaw); 4. David Trueman (Hon); 5. Tom Stephens (KTM).

50+ AM: 1. Ken Cosmo (Suz); 2. Don Bernstein (Hon); 3. Terry Adams (Hon); 4. Art Whitney (Hus).

OPEN NOV: 1. Craig Hoffman (KTM); 2. Curtis Calder (KTM); 3. Pete Cannizzaro (Hon); 4. Jesse Martinmaa (KTM); 5. Dennis Cunningham (Hon).

4-STRK NOV: 1. Jason Howe (Hon); 2. Monty Halgrimson (Hon); 3. Joe Esnaola (Kaw); 4. David Mumma (Hon); 5. John Souza (Hus).

250 NOV: 1. John Flynn (Hon); 2. David Mothershead (Hon); 3. Michael Ferreira (Yam); 4. Chriss Kaila (Hon); 5. Ben Oliver (Suz).

125 NOV: 1. Scott Haywood (Suz); 2. Marvin Small (Suz); 3. Ryan Devonshire (Hon).

30+ NOV: 1. Don Veigel (Kaw); 2. Mike Thomas (Hon); 3. John Duncan (KTM); 4. Jeff Ford (KTM); 5. Glen Middlestead (Suz).

40+ NOV: 1. Rick Purcell (Kaw); 2. John Morros (Hon); 3. Gary Mohler (KTM); 4. Bill Wagoner (Kaw); 5. Bruce Paulson (ATK).

50+ NOV: 1. Bob Amos; 2. Fred Middleton (KTM); 3. Wally Dominguez (KTM); 4. Larry Randal (Hon); 5. Robert Small (Hon).

60+ NOV: 1. Robert Pierson (ATK).
WMN NOV: 1. Naomi Willis (Hon); 2. Becky Phariss (Kaw).

BMBR NOV: 1. Thomas Glover (Hon).

Terzian takes two at Mini Stars Motocross

By Tony Alessi

MORENO VALLEY, CA, OCT. 7-8

Five-year-old Bryce Terzian took two well-earned victories in the 50cc (4-6) Stock and Modified classes during the Mini Stars competition held at Starwest Cycle Park.

The two-day event saw Pee Wee racers on an all-new mini course on Saturday, while on Sunday the main track hosted the 60cc and 80cc riders and one division of 125cc Youth action.

This year's event drew just under 200 entrants with the largest numbers coming in the Pee Wee division, where a near-record 94 micro racers participated in the annual event.

Terzian seemed to be the most impressive 50cc rider in the Four- to Six-year-old division during Sunday's racing on the Starwest main supercross track. Terzian got his day off on a positive note by pulling a large holeshot during the first 50cc Stock (4-6) race.

While Terzian scooted around the first turn in the lead, a collision took place just behind him between Cole Seely and Brandon Million. The get-off caused Seely to be thrown 15 feet away from his motorcycle and left Million knocked out in turn one.

Mike LaPaglia was in the hunt after a month-long vacation and seemed to get back into the swing of things with a solid second-place ride, which he maintained to the finish over Seely, who recovered for third after his first-turn crash.

For Terzian it was nothing less than a hands-down victory, and he celebrated his win with a cross-up over the finish-line jump.

The second moto saw Terzian charge from the back of the pack after a trauma-filled first lap. But Terzian got focused and went to work, passing some 15 riders en route to the moto and overall victory. Second place in the moto went to Candice Motshagen while Seely, Peick and local hotshoe Warren Davis rounded out the top five.

Terzian was walking tall in the pits after he returned later in the day when he posted overall honors in the 50cc Modified (4-6) class, which completed his awesome four-moto sweep of both divisions.

Results

Saturday/Pee Wee Track
50 STK STRIR (4-6): 1. Jason Endo (KTM); 2. Thomas Haddad (Yam); 3. Tommy Trarbaugh (KTM); 4. Devin Wilhem (Yam); 5. Dustin Davis (Yam).
50 STK STRIR (7-8): 1. Tiarra Crafton (Yam).
50 STK BEG (4-6): 1. Justin Whaler (KTM); 2. Mike Meade (KTM); 3. Phillip Aube (KTM); 4. Nathan McCarthy (Yam); 5. Buddi Bruner (KTM).
50 STK BEG (7-8): 1. Cody Johnson (KTM); 2. David Hough (LEM); 3. Mikal Overman (KTM); 4. Dave Greene (KTM); 5. G. Rodriguez (Yam).
50 MOD BEG (4-6): 1. Buddie Brunner (KTM); 2. Nathan McCarthy (Yam); 3. Justin Whaler (KTM); 4. Wesley Parrish (LEM); 5. Mike Mead (KTM).
50 MOD BEG (7-8): 1. G. Rodriguez (KTM).
50 STK A (0-8): 1. Mike Parker (KTM); 2. Dennis Jonon (KTM); 3. Sean Barkenhagen (KTM); 4. Jarred Browne (KTM); 5. Michael LaPaglia (KTM).
50 MOD A (0-8): 1. Ricky Hemme (LEM); 2. Jarred Browne (LEM); 3. J.J. Noone (KTM); 4. Dennis Jonon (KTM); 5. Michael Parker (Yam).
50 STK B (0-8): 1. Cole Seely (LEM); 2. Jason Griffin (KTM); 3. Steven Brewis (Yam); 4. Michael Stone (KTM); 5. Bryce Terzian (KTM).
50 MOD B (0-8): 1. Steven Brewis (Yam); 2. Warren Davis (KTM); 3. Cole Seely (Cob); 4. Bryce Terzian (KTM); 5. Chad Gores (KTM).
S-P/W (6-9): 1. Sean Barkenhagen (KTM); 2. Ricky Hemme (LEM); 3. Justin Workman (Yam); 4. Cole Seely (Cob).
Sunday/Main Track
50 STOCK (0-6): 1. Bryce Terzian (LEM); 2. Cole Seely (LEM); 3. Candice Motshagen (KTM); 4. Weston Peick (KTM); 5. Mike LaPaglia (KTM).
50 STK (0-8): 1. Dennis Jonon (KTM); 2. Jarred Browne (KTM); 3. Ricky Hemme (LEM); 4. Taylor Gilmore (KTM); 5. Scott Martin (Yam).

50 MOD (0-8): 1. Michael Parker (KTM); 2. Ricky Hemme (LEM); 3. Justin Workman (Yam); 4. Jarred Browne (LEM); 5. Sean McInroe (Yam).

50 MOD (0-6): 1. Bryce Terzian (KTM); 2. Cole Seely (Cob); 3. Austin Parr (Yam); 4. Mike LaPaglia (KTM); 5. Buddie Bruner (KTM).

S-P/W (6-9): 1. Ricky Hemme (LEM); 2. Sean Barkenhagen (KTM); 3. Justin Workman (Yam).

60 STK (9-11): 1. Joshua Hansen (Kaw); 2. Cale Wallace (Kaw); 3. Jason Medina (Kaw); 4. Daniel Taft (Kaw); 5. Robby Woods (Kaw).

60 STK (0-8): 1. Carlos Gonzalez (Kaw); 2. Ricky Hemme (Kaw); 3. Jarred Browne (Kaw); 4. J.J. Noone (Kaw); 5. Dennis Jonon (Kaw).

60 BEG (9-11): 1. Scott Haddad (Kaw); 2. Brock Harden (Kaw); 3. Chris Hohn (Kaw); 4. Kevin Castelman (Kaw).

60 BEG (6-8): 1. Daniel Sani (Kaw); 2. Scott Martin (Kaw); 3. Brandon Hiner (Kaw).

60 MOD (9-11): 1. Joshua Hansen (Kaw); 2. Cale Wallace (Kaw); 3. Joshua Grant (Kaw); 4. Daniel Taft (Kaw); 5. Ty Morrow (Kaw).

60 MOD (0-8): 1. Carlos Gonzalez (Kaw); 2. Tommy Cochran (Kaw); 3. Ricky Hemme (Kaw); 4. Dane Jackson (Kaw); 5. Dennis Jonon (Kaw).

80 BEG (0-11): 1. Shane Fox (Kaw); 2. Kane Thompson (Yam); 3. Aaron Bergantz (Suz); 4. Danny Mohr (Hon); 5. Gary Motshagen (Yam).

80 BEG (12-13): 1. Ethan Bates (Yam); 2. Sean O'Conner (Yam); 3. Kane Jameson (Yam).

80 BEG (14-16): 1. Cody Krause (Kaw).

80 STK (0-11): 1. Daton Beavers (Hon); 2. Scott Simon (Suz); 3. Clinton Pierce (Suz); 4. Joshua Brown (Yam); 5. Vincent Guisauide (Suz).

80 STK (12-13): 1. Brandon Morgan (Yam); 2. Ethan Bates (Yam); 3. Chris Rogers (Suz).

80 STK (14-16): 1. Danny Carlson (Hon); 2. Jacob Elkins (Kaw).

80 MOD (12-13): 1. Brandon Morgan (Yam); 2. Chris Rogers (Suz).

80 MOD (14-16): 1. Danny Carlson (Hon).

125 YTH: 1. Richard Wickham (Suz); 2. Steve Yurkovic (Kaw); 3. Matt Williams (Suz); 4. Justin Gutierrez (Hon); 5. Ronnie Loftin (Hon).

S/MINI: 1. Danny Carlson (Hon); 2. Chris Rogers (Suz); 3. Jordan Cochrum (Kaw); 4. Doug Mellon (Kaw).

Leivan hustles Hardwood Enduro

By Randy Presthus

CHADWICK, MO, OCT. 15

The 28th Annual Hardwood Enduro belonged to Steve Leivan on his WR250 Yamaha by virtue of one point.

The second-to-last event on the Black Jack Enduro Circuit featured dusty conditions under clear skies and grueling special test sections in tight, off-camber, extremely technical terrain. Rusty Reynaud (BJEC Hall of Fame member from the early '80s and Six-day rider from that same era) came out of retirement to challenge Leivan on his WR250 Yamaha, coming up at the end of 65 miles with 12 points to Leivan's 11.

Dwight Haggard, also on a WR-250, turned in a 13 for the day, which was good enough for third overall and the overall A win. Surdyke Yamaha of Marionville owner Steve Underwood, sponsor of the top three finishers, carded a 17 in the hotly contested Open class for the win, besting Mike Shown by one point.

The Hardwood Enduro Team presented an event that featured several speed changes, with relatively easy transport sections broken up by special test sections that had everyone dropping points. Vincent Davis ('95 Junior Team Six-day rider) showed up unannounced, for the first time since breaking his back several months ago in a local Hare Scramble, to work the second tie-breaker check, bringing smiles to many riders faces to see him up and getting around.

Leivan's win at this event takes the battle for BJEC year-end overall honors to the last event, provided by the Tulsa Trail Riders, and puts the pressure on Steve Travis and his Honda CR-250 to hold him off.

Results

O/A: 1. Steve Leivan (Yam); 2. Rusty Renaud (Yam); 3. Dwight Maggard (Yam).
AA: 1. Rusty Reynaud; 2. Steve Travis; 3. Gary Walkup; 4. Benny Richards.
O/A A: 1. Dwight Maggard.
200 A: 1. Dwight Maggard; 2. Bobby Pascal; 3. Daren Ogden.
250 A: 1. Kevin Borts; 2. Billy Treadwell; 3. Jamie Jennings; 4. Mike Mills; 5. Dwayne Miekley.
OPEN A: 1. Steve Underwood; 2. Mike Shown; 3. Jim Brawn-er.
INT A: 1. Doug Youngblood; 2. Kevin Harmon; 3. Ron Shreve.
SR A: 1. Terry Brumley; 2. Harold Compton; 3. Bud Bieschke.
4-STRK LONG A: 1. Kevin Boyles; 2. John Koch; 3. Burton Friesz.
SPTSMN A: 1. Tom Hill; 2. Rick Robinette; 3. Lee Glenn.
S/SR A: 1. Charlie Burk; 2. Dane Marable; 3. Darrell Judy.
YTH A: 1. Mathew Glenn; 2. Jessie Faulstick; 3. Tommy Dawson.
200 B: 1. John Welsh; 2. Dale Rector; 3. Derek Zinchuck.
250 B: 1. David Gerbes; 2. Dan Sanford; 3. Kraig Simons.
OPEN B: 1. Jac Richmond; 2. Robert Johnson; 3. Randy Laudermilk.
INT B: 1. Kevin Hensley; 2. Gary Dennington; 3. Scott Duncan.
YTH B: 1. Arron Willis; 2. Jake Hill; 3. Anthony Meyer.
SHRT CRSE B: 1. Allen Porter; 2. Craig Kebodeaux; 3. John Lawson.
SR B: 1. Ken Thompson; 2. Jim Ortbals; 3. Roger Beckmeier.
S/SR B: 1. Jerry Bohannon; 2. Frank Leivan; 3. Richard Smith.
WMN B: 1. Sheryl Lusk; 2. Donna Moore; 3. Cindy Crosby.
200 C: 1. Elston Moore; 2. Todd Silvis; 3. Jeff Pascoe.
250 C: 1. Kevin Ruckdeschel; 2. Jeff Shen; 3. Stuart Hall.
OPEN C: 1. Tom Eidam; 2. Keith Buckman; 3. Lee Moffitt.
INT C: 1. Cliff Davis; 2. Mark Kinslow; 3. Barry Nye.

SR C: 1. Andy Carrier; 2. Mike (Duck) Edwards; 3. Dale Rec-tor.
4-STRK SHORT: 1. Max Harkey; 2. Chuck Howard; 3. Tim Hall.
5/55: 1. Zahn Lewis; 2. Clarence Bonifacious; 3. Jerald Richards.

Kauffman, Marsh dominate at Road Atlanta Road Race

By Van Funchess

BRAZELTON, GA. OCT. 12, 1995

Ron Kauffman and Robert Marsh scored two victories each in the WERA Vintage Grand National Finals held at Road Atlanta Raceway, leading to two national championships for Marsh and three for Kauffman, who added a fifth-place finish to secure the third title.

Race one, combining Vintage Four and Vintage One, saw Kauffman using the top-speed advantage of his Yamaha 250 two-stroke over his Honda CB350-mounted rivals. Rixon Breckon and Gary Smith closed on Kauffman until they came upon backmarkers and Kauffman got away. Breckon held off Smith for second. Brian Surtees battled with Douglas Pedrick in Vintage Four, but Pedrick decided not to risk the war for the sake of the battle. Surtees surged ahead as Pedrick maintained an advantage over title rival Gary Stumm, who finished third in the race and second for the championship.

Race two, combining Vintage Five and Vintage Two, had Robert Marsh cruising to the Vintage 5 victory and championship on his Honda 900F. The real battle was for second between Frank Stroman and David Cheek, with Stroman finishing ahead. Kauffman used the same strategy in Vintage Two. This time, Kauffman was mounted on a Yamaha 350R5 while his competitors were on Honda CB350s and CB450s. Harold Page came from the rear to finish second. Breckon, the defending national champion, came back after a stop-and-go penalty for jumping the start, working his way back to finish third.

Race three, combining Vintage Three and Vintage Six classes, saw Ed Salley storm to Vintage Three victory on a Yamaha XS750 over Pedrick and Richard Merhar. Pedrick was on a Suzuki 500 Titan and Merhar on a Yamaha 250. Kauffman was holding on to fourth on his Yamaha R5 until Jesse Morris passed him on the final lap mounted on a Triumph 750 Trident. Fifth place was enough for Kauffman to secure his third championship for the season. Robert Marsh dominated Vintage Six on his Honda 900F. Philip Johnson emerged with second over Rob Tuluie.

Results

VINT 1: 1. Ron Kauffman (Yam); 2. Rixon Breckon (Hon); 3. Gary Smith (Hon); 4. Mark Nadelkov (Hon); 5. Philip Loux (Kaw).
VINT 2: 1. Ron Kauffman (Yam); 2. Harold Page (Hon); 3. Rixon Breckon (Hon); 4. Gary Smith (Hon); 5. Bob Gerberich (Hon).
VINT 3: 1. Ed Salley (Yam); 2. Douglas Pedrick (Suz); 3. Richard Merhar (Yam); 4. Jesse Morris (Tri); 5. Ron Kauffman (Yam).
VINT 4: 1. Brian Surtees (Yam); 2. Douglas Pedrick (Arm); 3. Gary Stumm (Yam); 4. Dick Gruhn (Kaw); 5. Gregory Woodlief (Kaw).
VINT 5: 1. Robert Marsh (Hon); 2. Frank Stroman (Kaw); 3. David Cheek (Hon); 4. Sean Dwyer (Rtx); 5. Douglas Pedrick (Arm).
VINT 6: 1. Robert Marsh (Hon); 2. Philip Johnson (Hon); 3. Rob Tuluie (Yam); 4. David Cheek (Hon); 5. Sean Dwyer (Rtx).

Micro's Invade Delta MX

By Carl Davis

DELTA, OH, OCT. 14

Pee Wee mania took over a portion of Delta Raceway as a large turn out of micro's provided some great racing action.

The first Micro (4-6) and (7-8) combined moto had Damon Bauer in the lead and motor-ing out front at a good pace with Paul Scharrar and Adam Behringer working up to pressure Bauer. The pressure must have gotten to Bauer as he slid out with only a couple of laps to go. Justin Comiskey took the Four- to Six-year-old title with Joby Kaslowski claiming second. Bauer remounted to take third overall. Scharrar took the Seven- to Eight-year-old win with Behringer nailing down second and Josh McCullough in third.

Liam Murphy piloted his Cobra to the 50cc Super Mini win as he ran in the front position all day. David Bacon took second after battling with Smith.

Results

50 (4-6): 1. Justin Comiskey (Yam); 2. Joby Kaslowski (Yam); 3. Damon Bauer (Yam).
50 (7-8): 1. Paul Scharrar (Kaw); 2. Adam Behringer (Yam); 3. Josh McCullough (Hon).
50 S/MINI: 1. Liam Murphy (Cob); 2. David Bacon (KTM); 3. Glenn Smith (LEM).
60: 1. William Hicks (Kaw); 2. Timmy Hollenbeck (Kaw); 3. Broc Bauer (Kaw).
80 PW: 1. Kevon Storai (Yam).
80 BEG: 1. James Gray (Suz); 2. Mike Suman (Kaw); 3. Mitch Pilot (Yam).

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EVENTS



Josh Wood (1) battled with Bryan Weatherly (40) to emerge victorious in the Senior Mini class at Birch Creek MX.

80 NOV: 1. Brandon Fritts (Hon); 2. Ryan Ross (Yam); 3. Matt Ray (Yam).
80 EX: 1. Chuck Gekle (Kaw).
125 JR: 1. Billy Dittman (Kaw); 2. Chuck Gekle (Kaw); 3. Jimmie Johnson (Suz).
125 BEG: 1. Danny Little (Kaw); 2. Jon Maassel (Hon); 3. Jason Lafountain (Yam).
125 NOV: 1. James King (Hon); 2. Guy Riendeay (Kaw); 3. Daniel Demmyer (Hon).
125 INT: 1. Tony Anderson (Hon); 2. Jon Suman (Hon); 3. Billy Dittman (Kaw).
125 EX: 1. Glenn Severancer (Kaw).
250 BEG: 1. Art Blais (Kaw); 2. Kyle Geigler (Hon); 3. Matt Blank (Hon).
250 NOV: 1. Mike Harris (Yam); 2. Bill Konior (Kaw); 3. Rick Burgett (Hon).
250 INT: 1. Tony Anderson (Hon); 2. Brad Dixon (Kaw); 3. Dave Schneyer (Hon).
16-24: 1. Jon Suman (Hon).
VET 30+: 1. Barry Mayo (Hon); 2. Craig Smith (Kaw); 3. Dave Miller (Hon).
VET 35+: 1. Barry Mayo (Hon); 2. Michael Behringer (Kaw); 3. Jeff Beerbower (Hon).
VET 40+: 1. Carl Davis (Kaw); 2. Rick Simpkins (Suz).
VINT 89: 1. Jay Gordinier (Hon); 2. Steve Gordinier (Hon); 3. Philip Peyton (Hon).

Froman flies at Buckhorn Enduro

By F.H. Leghorn

REDDING, CA, OCT. 15

Perennial front-runner Dave Froman rode to his first overall AMA District 36 Enduro win at the Buckhorn Enduro, held adjacent to Lake Shasta.

Froman, riding on the second row with only one rider in front of him, wasted little time in exploiting this advantage as he dropped only 3.182 points at the second check compared to the four points recorded by Jon King, Dave Wood, and Duke Lambert. Lurking back on row 15, however, was multi-time U.S. ISDE Junior Team member Patrick Garrahan, who dropped only 2.137 and took firm control of the lead.

All the front runners had problems getting to check three and most dropped another point, except Garrahan, who zeroed the check and put himself another point up on his pursuers. Garrahan was beginning to have mileage problems, however, resulting in his joining Lambert in burning check four to move back into a tie with Froman.

Easy zeroes at checks five and six failed to further separate the field, setting up a showdown at the final two checks - a showdown that would take place without Garrahan, as a broken chain guide slowed his efforts. King and Lambert were the only riders to drop just three at check seven. Froman's four points tied him with King, but his 3.186 at check eight was sufficient to hang on to the tie-breaker lead over King's 3.161. Lambert clocked in a 3.170, followed by the 3.201 of Wood. When the scores were tallied, Froman had his first overall victory, his 11.368 topping King's 11.384, and Wood's 12.466 beating Lambert's total of 13.419. Special mention goes to Jason Edie, who rode steadily to finish fifth overall - unspectacular, except that he rode a stone-stock, street-legal DR350s with electric start to his final score of 14.507.

Results

SPRTSMN A: 1. Jon King (11.384); 2. Dave Wood (12.466); 3. Jason Edie (14.507); 4. Aaron Sykes (18.534); 5. Jeff Geiskoff (19.722).

VET A: 1. Dave Froman (11.368); 2. Duke Lambert (13.419); 3. Wayne Hatch (16.638); 4. Dean Joyner (19.434); 5. Matt Cullins (21.734).

SR A: 1. Dale Greenhalgh (33.1250); 2. Bob Shannon (39.1447); 3. Don Matheson (41.11 54); 4. Doug Christiansen (41.1323); 5. Peter Prichard (46.1571).

SPRTSMN B: 1. Brian Butler; 2. Tim Stowe; 3. Craig Vascancellos; 4. Kevin Greene 5. Damien Galford; 6. Marc DeMarco; 7. Gary Robinson; 8. Michael Hayes; 9. Ben Hatch; 10. Paul Miller.

VET B: 1. Joe Mullen; 2. Rick DeCarly; 3. Dean Jenkins; 4. Robert Fowler; 5. Len Jacobsen.

SR B: 1. Richard Cooper; 2. Kent Bell.

S/SR B: 1. Gary Robinson; 2. Bill Woolman.

SPRTSMN: 1. Tim Ambler; 2. Chris Hansen; 3. Wayne Buckman; 4. David Heinke; 5. Anthony VanBrocklin.

VET C: 1. Chris Vaughn; 2. Doug Monnin; 3. Rod Ruggles; 4. John Ritter; 5. Ken Evers.

SR C: 1. Rick Araujo; 2. Richard Tiesso.

Wood brothers top Birch Creek Motocross

By Jay and Sharon Hauser

DANVILLE, VA, OCT. 15

Josh and Isha Wood put on stellar rides to capture three class wins at the fourth round of the Old Dominion State Series at Birch Creek MX.

Josh Wood pushed his KX80 to the wins in both the Senior Mini class and the Super Mini class, racking up three moto wins along the way. Josh is in the process of moving to the bigger bikes and also put in an impressive ride to take second in the 125cc C class on a KX100.

While Wood was busy dusting the competition, little brother Isha was busy taking wins of his own. Isha Wood scored a strong first-moto win in the Junior Mini class, could manage only an eighth-place finish the second time out and just barely ended up with a top five.

Wood's toughest racing came in the 60cc racing as track conditions were hard on the smaller bikes due to a massive downpour the night before the race. Josh Dexter shot out front at the start of the first moto to lead Wood and Chase Shumate. Stephen Martin fell in some of the deep mud just out of the gate and watched the 12-rider field leave without him, but he was quick to remount and made a very quick charge back up to third before the fifth turn. Wood had also made his move to the front and had a clear track ahead, while Shumate did his best to hold off a hard-charging Martin. Dexter had his hands full back in fourth as he battled for position against Scott Terry. Martin went past Shumate on lap two and set out after Wood up front when Shumate hit the ground in the back section, falling to fourth. Martin ran down Wood by the checkered flag but came up about two feet short of the moto win. Dexter held onto the third spot to the finish while Terry also worked past Shumate to take fourth.

Wood took the holeshot of the second 60cc moto and led the way from start to finish, taking the moto win with little competition for the sweep. Martin scored a second-place finish. Shumate kept it on two wheels this time out and passed the flag in third, which netted him the final podium position for the day. Terry and Dexter rounded out the top five in that order.

Results

50 (4-6): 1. Matt Pierson (LEM); 2. Austin Cooper (Yam); 3. David Barker (KTM); 4. Dustin Smith (LEM); 5. Chad Muterspaugh (KTM).

50 (7-8): 1. Tyler Shumate (Cob); 2. David Mitchell (KTM); 3. Billy Jones (LEM); 4. Randy Jones (LEM); 5. Josh Schnett (KTM).
60: 1. Isha Wood (Kaw); 2. Stephen Martin (Kaw); 3. Chase Shumate (Kaw); 4. Scott Terry (Kaw); 5. Josh Dexter (Kaw).

JR MINI: 1. Justin Gibbs (Kaw); 2. Scot Muterspaugh (Kaw); 3. Cory Gholson (Yam); 4. Andrew Williams (Kaw); 5. Isha Wood (Kaw).

SR MINI: 1. Josh Wood (Kaw); 2. Bryan Weatherly (Kaw); 3. Brian Clendenst (Yam); 4. James Beverly (Yam); 5. Cole Terry (Yam).
S/MINI: 1. Josh Wood (Kaw); 2. Justin Gibbs (Yam); 3. Scot Muterspaugh (Kaw); 4. Cole Terry (Yam); 5. Ben Thompson (Kaw).

125 A: 1. Chad Newton (Suz); 2. Myles Scarano (Suz); 3. Troy Brewer (Hon); 4. Rob McWhorter (Hon); 5. John Edwards (Suz).

125 B: 1. Jeff Fields (Suz); 2. Roger Carricio (Hon); 3. Stoner Ross (Kaw); 4. Mark Swart (Suz); 5. Robert Goff (Kaw).

125 C: 1. Kurt Inscoe (Kaw); 2. Josh Wood (Kaw); 3. Michael Neal (Yam); 4. Donald Hayes (Kaw); 5. Jayne Belongs (Hon).

125 D: 1. Justin Campbell (Kaw); 2. Robbin Poole (Hon); 3. Dwayne Thompson (Suz); 4. Charles Hicks (Hon); 5. James Washington (Kaw).

250 A: 1. Troy Brewer (Hon); 2. Rob McWhorter (Hon); 3. Scott Shipley (Suz); 4. Jamie Frazier (Kaw); 5. Allen Alford (Yam).

250 B: 1. Dustin Floyd (Suz); 2. Keith Newton (Suz); 3. Robert Talbott (Yam); 4. John Polakowski (Hon).

250 C: 1. Kurt Inscoe (Kaw); 2. Brandon Williams (Kaw); 3. Kyle Richardson (Kaw); 4. Travis West (Hon); Clifford Pierce (Hon).

250 D: 1. Matt Farmer (Kaw); 2. Jason Sell (Yam); 3. Marty Wilson (Hon); 4. Randy Allen (Hon); 5. Robbie O'Brien (Yam).

25+ A: 1. Rob McWhorter (Hon); 2. Scott Shipley (Suz); 3. Allen Alford (Yam); 4. Mike Eastwood (Kaw); 5. Brad Crouch (Hon).

25+ B: 1. Doug Neibors (Hon); 2. Thomas Jennings (Suz); 3. Paul West (Hon); 4. Robert Talbott (Yam); 5. Marc Cleveland (Hon).

30+ A: 1. Scott Shipley (Suz); 2. Sonny Mitchell (Kaw); 3. Brad Crouch (Hon).

30+ B: 1. John Price (Kaw); 2. William Hobson (Yam); 3. Thomas Jennings (Suz); 4. Tim Wilkerson (Yam); 5. Marc Cleveland (Hon).

35+: 1. Sonny Mitchell (Kaw); 2. Roger Arnold (Yam); 3. Paul Mundt (Hon); 4. Ed O'Brien (Yam); 5. Charles Carlton (Kaw).

U/L: 1. Jeff Fields (Suz); 2. Mark Stuart (Suz); 3. Chris Gillespie (Suz); 4. John Polakowski (Hon); 5. Chad Lohr (Hon).

OPEN B: 1. Todd Marshall (Hon); 2. John Moore (Kaw); 3. Tom Haar (Hon).

Komer comes through at Moreland Trials

By Don Allis

MORELAND, NY, OCT. 15

Mike Komer on his Fantic Section took the Expert-class win in the final event of the 1996 District 4 Trials season over Chris Arnold on a Yamaha TYZ, 69-83.

With rain on the day before the event, many of the sections were slippery with a layer of mud on the hard-packed ground, making traction a premium. Section 3 started over a three-foot-diameter log into a small area that was cordoned off to give the riders just enough room to hop their machines 180 degrees and head back over the log and a smaller log positioned to trap the bikes if the riders did not maneuver just right. The section continued with some tight turns to a large rock that had a tight, muddy, slippery approach. Once up on the rock, the riders had one more tight turn on some roots to reach the exit. David A. Reed won the Advanced class on a Beta Techno over Jonah Leon on a Scorpa, 120-141.

The Intermediate class was won by Noah Leon on an Aprilia Climber over Yamaha TY350 rider Steve Searles, 87-109. Section 7 for the Intermediate riders started with a tight turn on an off-camber hill, a turn into the creek, up on to the bank on the other side of the creek, around a tree and then a monster hillclimb that required a lot of power.

Laverne Bowen on a Fantic Section won the Senior A class with a score of 75 points.

Results

EX: 1. Mike Komer (69); 2. Chris Arnold (83); 3. Bryan Kimmet (100); 4. Greg Bolt (118); 5. Bryan Benjamin (125).

ADV: 1. David A. Reed (120); 2. Jonah Leon, Garrison (141); 3. Matt Hughson (145); 4. David M. Reed (159).

INT: 1. Noah Leon (87); 2. Steve Searles (109); 3. Dana Guest (115); 4. Roger Allis (127); 5. Jack Mallkiewicz (140).

SR A: 1. Laverne Bowen (72); 2. Robert Foringer (100); 3. Charlie Camin (130); 4. Stephen Fedorka (134); 5. Doc Kavanagh, Bergen, (188).

NOV: 1. Jeffrey Meeder (75); 2. Michael Maines (97); 3. Robert Sharer (101); 4. Erick Morrell (104); 5. Neil Nowatchik (149).

SR B: 1. Robert Slater (47); 2. Don Allis (58); 3. Gerald Radder (72); 4. Robert Lamlike (83); 5. Gary Brogdale (95).

S/SR: 1. Bernie Caron (108).

RKIE: 1. Daniel Benjamin (35); 2. Andrew Winters (51); 3. Joshua Benjamin (57); 4. Travis Winters (59).

VINT: 1. Regan Faught (14); 2. Ron Bors (42).

Final Standings

EX: 1. Raymond Peters (180); 2. Mike Komer (162); 3. George Brinkwart (143); 4. Chris Arnold (135); 5. Keith Winters (131).

ADV: 1. Matt Hughson (166); 2. David A. Reed (161); 3. Jonah Leon (154); 4. Regan Faught (19); 4. Fred Wood (48).

INT: 1. Noah Leon (171); 2. Dana Guest (162); 3. Benn Williamson (149); 4. Tom Wenban (124); 5. Roger Allis (123).

SR A: 1. Laverne Bowen (174); 2. Carl Peters (155); 3. Stephen Fedorka (131); 4. Charlie Camin (127); 5. Robert Foringer (92).

NOV: 1. Brian Kavanagh (146); 2. Brian Clapper (138); 3. Jeffrey Meeder (132); 4. Alan Williams (115); 5. David Peterson (108).

SR B: 1. Don Allis (180); 2. Gerald Rader (148); 3. Gary Brogdale (131).

S/SR: 1. Doc Kavanagh (170); 2. John Knapp (157); 3. Larry L. Lovell (96); 4. Tony Palumbo (57).

RKIE: 1. Daniel Benjamin (168); 2. Andrew Winters (166); 3. Joshua Benjamin (142); 4. John Jelliff Jr. (74); 5. Jason Tyler (52).

TW SHK: 1. Richard Jamieson (20).

VINT: Tom Boynton (117); 2. Owen Payne (105); 3. Ron Bors (34); 4. Steve Searles (20).

Tiger mauls Delta MX

By Carl Davis

DELTA, OH, OCT. 15

Tony "The Tiger" Anderson bombarded Delta Raceway's season finale in style as he decimated the 125 and 250cc Intermediate classes with uncontested wins of all four motos.

The MRA-sponsored race featured the Delta

day track run backwards with added technical sections and longer motos.

Anderson's day started in 125cc Intermediate action combined with a hot Vet Over 30 class where he had to work through the pack of vets and into the lead within a couple of laps. In 125cc moto two, Anderson got a better start and was long-gone to win by a good margin. Jon Suman managed to hang within striking distance for a short time while Billy Dittman claimed third in his first ride aboard a 125 after moving up from the Minis.

Anderson was unstoppable on his new CR250 in the Intermediate class where he led wire-to-wire in both motos to win. Brad Dixon and Dave Schneyer battled in both motos with Dixon taking second in the second moto to claim the runner-up spot. Anderson had a huge lead and took time out to some nice clickers over the grandstand doubles to the crowd's appreciation.

Results

50 (4-6): 1. Justin Thomas (Yam); 2. Cameron Martinez (Yam); 3. Kyle Mcconnell (Yam).

50 (7-8): 1. Britton Beerbower (Jaw); 2. Adam Behringer (Kaw); 3. Paul Scharrar (Kaw).

50 SUP: 1. Liam Murphy (Cob); 2. Glenn Smith (LEM).

60: 1. William Hicks (Kaw); 2. Thomas Dwyer (Kaw); 3. Justin Larsen (Kaw).

80 PW: 1. Kevon Storai (Yam).

80 BEG: 1. James Gray (Suz); 2. Mike Suman (Kaw); 3. Mitch Pilat (Yam).

80 NOV: 1. Brandon Fritts (Hon); 2. Ryan Ross (Yam); 3. Matt Ray (Yam).

80 EX: 1. Chuck Gekle (Kaw).

125 JR: 1. Billy Dittman (Kaw); 2. Chuck Gekle (Kaw); 3. Jimmie Johnson (Suz).

125 BEG: 1. Danny Little (Kaw); 2. Jon Maassel (Hon); 3. Jason Lafountain (Yam).

125 NOV: 1. James King (Hon); 2. Guy Riendeay (Kaw); 3. Daniel Demmyer (Hon).

125 INT: 1. Tony Anderson (Hon); 2. Jon Suman (Hon); 3. Billy Dittman (Kaw).

125 EX: 1. Glenn Severancer (Kaw).

250 BEG: 1. Art Blais (Kaw); 2. Kyle Geigler (Hon); 3. Matt Blank (Hon).

250 NOV: 1. Mike Harris (Yam); 2. Bill Konior (Kaw); 3. Rick Burgett (Hon).

250 INT: 1. Tony Anderson (Hon); 2. Brad Dixon (Kaw); 3. Dave Schneyer (Hon).

16-24: 1. Jon Suman (Hon).

30+ VET: 1. Barry Mayo (Hon); 2. Craig Smith (Kaw); 3. Dave Miller (Hon).

35+ VET: 1. Barry Mayo (Hon); 2. Michael Behringer (Kaw); 3. Jeff Beerbower (Hon).

40+ VET: 1. Carl Davis (Kaw); 2. Rick Simpkins (Suz).

VINT 89: 1. Jay Gordinier (Hon); 2. Steve Gordinier (Hon); 3. Philip Peyton (Hon).

Ingles roll at Oregon State DT

By Clay Light

ROSEBURG, OR, OCT. 15

The Father/Son duo of Bob and Bo Ingle capped off their record-breaking season in the same way they started it - dominating the Open, 125 and 80cc classes in the Oregon State Dirt Track Championships at Diamond Raceway.

Bo Ingle took home number-one plates in both the 80cc Expert and 125cc Sportsman classes. Ingle proved unbeatable in the 80cc class, winning all 12 of the series rounds. Northern Oregon rider Sean Light, who finished the series third, chased Ingle in the 80cc Expert main, but Ingle prevailed in the end.

In the 125cc class, Bo Ingle won eight of the 12 rounds, and today had Light and brother Travis Ingle trying to gun him down. Neither, though, could stop the diminutive 15-year-old. Instead, Light and Travis spent the race arguing over second, which went Travis' way. Travis Ingle's hard riding all season netted the Ingles a 1-2 punch in the championship ahead of Damien Saltzman.

A pair of talented 15-year-olds were the surprise of the field in the highly competitive Open class. Bob Ingle, the eldest of the three racing Ingles, won all 12 rounds of the series, also running away with the Championship round on his Yamaha. Today, though, wasn't as easy as usual, as Beau Brown, last year's 80cc State Champion, found the transition to the 600cc class an easy one as he clawed to the head of the pack on the opening lap.

Veterans Ingle and Bob Klum displaced the ex-minibike star, but Brown stayed close to Klum as Ingle ran away with the race. Brown stuck a wheel underneath a flu-stricken Klum and set his sights on Ingle, closing the gap at a surprising pace. Brown couldn't catch Ingle but rode a remarkable race in his first race on a 600. Klum held off Bo Ingle, who rode Brown's Can-Am 250 to fourth at the finish.

Results

OPEN A: 1. Bob Ingle (Yam); 2. Beau Brown (W-R); 3. Bob Klum (Hon); 4. Bo Ingle (C-A); 5. Travis Ingle (Yam).

250 A: 1. Bo Ingle (C-A); 2. Travis Ingle (Kaw); 3. Tim Navarro (Kaw).

125 A: 1. Bo Ingle (Suz); 2. Travis Ingle (Kaw); 3. Sean Light (Suz).

80 EX: 1. Bo Ingle (Suz); 2. Sean Light (Suz); 3. Jesse Adams (Yam).

80 AM: 1. Brandon Zerbach (Suz); 2. Heather Strong (Suz); 3. Travis Parker (Suz).

60 A: 1. Brad Strong (Suz); 2. Matt Burns (Hon); 3. Asa Martinson (Yam).

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series

- 3/31 Shah Alam, Malaysia, Rnd 1
- 4/7 Sentul, Indonesia, Rnd 2
- 4/21 Suzuka, Japan, Rnd 3
- 5/12 Jerez, Spain, Rnd 4
- 5/25 Mugello, Italy, Rnd 5
- 6/9 France, Rnd 6
- 6/29 Assen, Holland, Rnd 7
- 7/7 Nurburgring, Germany, Rnd 8
- 7/21 Donington Park, England, Rnd 9
- 8/4 Osterrehring, Austria, Rnd 10
- 8/18 Brno, Czech Republic, Rnd 11
- 9/1 Imola, Italy, Rnd 12
- 9/15 Catalunya, Spain, Rnd 13
- 9/29 Rio de Janeiro, Brazil, Rnd 14
- 10/6 Buenos Aires, Argentina, Rnd 15
- 10/29 Eastern Creek, Australia, Rnd 16

World Superbike

Championship Series

- 4/14 Misano, Italy, Rnd 1
- 4/28 Donington Park, England, Rnd 2
- 5/12 Hockenheim Germany, Rnd 3
- 5/19 Le Mans, France, Rnd 4
- 6/15 Monza, Italy, Rnd 5
- 6/30 Brno, Czech Republic, Rnd 6
- 7/21 Laguna Seca, USA, Rnd 7
- 8/4 Brands Hatch, England, Rnd 8
- 8/18 Sentul, Indonesia, Rnd 9
- 8/25 Sugo, Japan, Rnd 10
- 9/8 Assen, Holland, Rnd 11
- 10/6 Albaceta, Spain, Rnd 12
- TBA Rnd 13
- 11/3 Phillip Island, Australia, Rnd 14

World Endurance

Road Race Series

- 4/14 Le Mans, France, Rnd 1
- 4/28 Assen, Holland, Rnd 2
- 7/14 Spa-Francorchamps, Belgium, Rnd 3
- 7/28 Suzuka, Japan, Rnd 4
- 9/15 Paul Ricard, France, Rnd 5

World C'ship Trials Series

- 4/13-14 Navacerrada, Spain, Rnd 1
- 4/20-21 Great Britain, Rnd 2
- 4/27-28 Northern Ireland, Rnd 3
- 5/25-26 Rhode Island, U.S.A., Rnd 4
- 6/1-2 Canada, Rnd 5
- 6/15-16 Pinerolo, Italy, Rnd 5
- 7/6-7 Grossheubach, Germany, Rnd 6
- 7/13-14 Nepomuk, Czech Repub., Rnd 7
- 7/20-21 Bilstain, Belgium, Rnd 8

World Cup Indoor Trials Series

- 11/3 Clermont Ferrand, France
- 11/10 Marseilles, France
- 11/19 Turin, Italy
- 11/25 Girona, Spain
- 12/2 Granada, Spain
- 12/9 St. Gaudens, France
- 1/6 Sheffield, England
- 1/13 San Sebastian, Spain
- 1/19 Toulouse, France
- 1/27 Andorra la Vella, Andorra
- 2/2 Le Canet, France
- 2/10 Barcelona, Spain
- 2/17 Paris, France
- 2/24 Madrid, Spain
- 3/1 Angers, France
- 3/2 Oviedo, Spain
- 3/8 Monaco Ville, Monaco
- 3/9 Vienna, Austria
- 3/30 Tokyo, Japan

AMA National Championship

Hare Scrambles Series

- 11/5 Kent, WA, Rnd 9

AMA Mid South Winter Hare

Scramble C'ship Series

- 11/5 Greenville, KY
- 11/19 Lynneville, IN
- 12/3 Owensboro, KY
- 12/17 Mannington, KY
- 1/14 Lawrenceburg, TN
- 2/4 Columbia, TN
- 2/25 Bremen, GA
- 3/3 Bolivar, TN
- 3/17 Centerville, TN
- 3/24 Cadiz, KY

AMA/Prostar C'ship

Drag Race Series

- 11/9-12 Gainesville, FL
- Info 205/852-1101

Championship Cup

Pro-Am Series

- Florida Region
- 12/9-10 Palm Beach Gardens, FL
- Southwest Region
- 12/2-3 Chandler, AZ
- *Race of Champions

AHRMA West Regional

MX Series

- 11/5 Tulare, CA

NETRA C'ship Enduro Series

- 11/5 Stafford, CT

NETRA Championship

Hare Scrambles Series

- 11/12 Barkhamsted, CT
- 11/19 Newburgh, NY

SERA Enduro Series

- 11/5 Maplesville, AL

SERA Hare Scrambles Series

- 12/3 Maplesville, AL
- 1/21 Maplesville, AL
- 2/4 New Augusta, MS
- 2/1 Wiggins, MS

ECEA C'ship Enduro Series

- 11/5 New Gretna, NJ
- 11/12 Warren Grove, NJ
- * National Enduro
- Info 717/865-0601

ECEA C'ship Hare

Scrambles Series

- 11/19 Greenback, NJ
- Info 717/865-0601

SETRA Championship Hare

Scrambles Series

- 11/12 Bybee, TN
- 11/19 Dahlonga, GA
- 12/3 Elgin, SC
- 12/10 Madison, GA
- 1/7 Greensboro, GA
- 1/21 Pine Mountain, GA
- 2/4 Willington, SC
- 2/11 Johnsonville, SC
- 3/17 Buena Vista, GA
- Info 706/458-1328

SETRA C'ship Enduro Series

- 11/5 Maplesville, AL
- 1/14 Charleston, SC
- 1/28 Wedgefield, SC
- 3/3 Pelion, SC
- 3/7 Daytona Beach, FL
- 3/10 Greensboro, GA
- 3/31 Lenior, NC
- 5/5 Olustee, FL
- 5/19 Clanton, AL
- Info 910/712-0605

EEA Eastern Championship

Enduro Series

- 11/5 Maplesville, AL
- Info 706/376-5232

Virginia C'ship Hare

Scramble Series

- 11/5 Surry, VA
- Info 804/255-4620

United States Central Regional

Trials C'ship Series

- 11/4-5 Wichita, KS
- 11/18-19 Pampa, TX

Carolina Virginia Observed

Trials Club Series

- 11/5 Bunn, NC
- Info 910/773-0742

FTA Trials C'ship Series

- 11/19 Crooms, FL
- 12/17 Crooms, FL
- 1/14 Crooms, FL
- 2/4 Hernando, FL
- 3/2-3 Crooms, FL
- 3/24 Hernando, FL
- 4/21 Crooms, FL
- 5/19 Crooms, FL
- 6/30 Crooms, FL

Arkansas Hare Scrambles

Championship Series

- 11/5 Bee Branch, AR
- Info 501/890-6346

KORR Hare Scrambles

Championship Series

- 11/5 Newton, KS
- 11/12 Sterling, KS
- Info 316/942-6527

ATA Trails Series

- 11/26 Lucerne Valley, CA
- Info 213/259-6631

NMRA Drag Race Series

- 11/11 Palmdale, CA
- Info 818/367-4117

Golden Crown of Baja Off

Road Desert Series

- 12/15-17 Grand Carrera de Campeones
- San Felipe, B.C., Mex.
- Info 818/340-5750

Gran Prix de Baja Series

- 11/3-4 Baja Malibu Grand Prix
- Rosario Beach, B.C., Mex.
- Info 818/340-5750

LaPlaya MX/GP Series

- 12/3 Rosarito, Mex.
- Info 011/52-661-22525

No. Calif. Mini Road Racing

Assoc. Series

- 11/4-5 Sacramento, CA
- 11/18-19 Sacramento, CA
- Info 916/722-5517

CMRRA 50cc-125cc C'ship

Road Race Series

- 11/12 Perris, CA
- 11/25-26 Rosamond, CA
- 12/9-10 Perris, CA
- Info 909/674-5357

NESC C'ship Motocross Series

- 11/5 Middleboro, MA
- Info 413/772-0685

AMA National Arenacross

Series

- 11/3-5 Albany, NY
- 11/17-19 Des Moines, IA
- 12/1-3 Rockford, IL
- 1/5-7 Ft. Worth, TX
- 1/12-14 Oklahoma City, OK
- 1/19-21 Niagara Falls, NY
- 1/26-28 Topeka, KS
- 2/2-4 Winston-Salem, NC
- 2/9-11 Milwaukee, WI
- 2/16-18 Cincinnati, OH
- 2/23-25 New Haven, CT
- 3/1-3 Denver, CO
- Info 817/626-7297

AMA No. California Cross

Country Series

- 11/5 Sacramento, CA
- 11/19 Willseyville, CA
- 11/25 Fallon, NV
- Info 408/294-3438

AMA No. California Enduro

C'ship Series

- 11/4 Upper Lake, CA
- 11/12 Stonyford, CA
- 11/19 Ballinger Canyon, CA
- Info 916/624-7407

AMA No. California Family

Enduro Series

- 11/11 Foresthill, CA
- 11/19 Stonyford, CA
- Info 415/726-5955

Texas Cross Country Racing

Assoc. C'ship Series

- 11/5 Hamilton, TX
- Info 214/394-9168

Kansas Hare Scrambles

Championship

- 11/12 Carbondale, KS
- 11/26 Carbondale, KS
- Info 913/836-9171

OCCRA Cross Country Series

- 11/12 Hallet, OK
- Info 405/376-6849

AHRMA Southwest/Texas

Region Fall C'ship Series

- 11/5 Lake Whitney, TX
- 11/26 Tyler, TX
- Info 713/361-2936 or 713/497-3366

WSMC Road Race Series

- 11/19 Rosamond, CA
- 12/17 Rosamond, CA
- 1/21 Rosamond, CA
- 2/18 Rosamond, CA
- 3/17 Rosamond, CA
- 4/21 Rosamond, CA
- 5/19 Rosamond, CA
- 6/16 Rosamond, CA
- 7/21 Rosamond, CA
- 8/18 Rosamond, CA
- 9/15 Rosamond, CA
- 10/20 Rosamond, CA
- 11/17 Rosamond, CA
- 12/15 Rosamond, CA
- Info 805/256-1234

Over the Hill Gang National

Championship Series

- 11/11-12 Turlock, CA
- Info 408/272-1519 or 310/864-6875

Motorcycle Asphalt

Racing Series

- 3/5 Barberville, FL
- 5/20 Myrtle Beach, SC
- 6/9 Columbus, OH
- 6/21 Richmond, VA
- 8/18 Asheboro, NC
- 9/29 Asheville, NC
- 10/27 Kenly, NC
- 10/28 Charleston, SC
- Info 803/626-7959



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Saturday: 25,30,35,40,50,60 Age Groups, Vintage & DualSport
Sunday: 30,35,40,50,60 Age Groups & Vet Pro Purse

Race Saturday/Sunday/Both Days

No Membership Required - Ability Levels Strictly Enforced

Entry: Sportsmen \$25 First Class • \$20 Each Extra Class • Pro \$40

Minimum Class 6 Riders • Gates Open 6AM • Practice 8 • Race 9:15

Vet Pro Sunday: Practice 10:30 • 1st Moto 12:30 12:30 • 2nd Moto 2:30

Gate Fee \$10 • Under 12 Free • Gates close 10PM • PUSH your bikes!

Open Practice Thursday 8-2 • Vet-Only Practice Friday 9-1 & Signup 12-2 • Camping

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Rooms: Ramada Inn 909-887-3001 Ask for Glen Helen Rate • Motel 6 909-887-8191



Glen Helen Park
San Bernardino CA
November 4 & 5

GLEN HELEN RACING, INC. EVENT CALENDAR

Motocross Practice Every Thursday 8:00AM to Dusk
Every Saturday 8:00AM to 2:00PM Except Race Days,
Call to Confirm (909) 880-3090 Ext. 6#

- Thurs., Nov. 2 Open Practice 8-1pm
Due to Track Prep
- Fri., Nov. 3 Vet Only Practice 9-1pm
- Sat., & Sun., White Brothers World Vet
- Nov. 4/5 Championship
- Sat., Nov. 11 USA Sand Drags
- Sat., Nov. 18 Dick Cepek Baja/Street
Legal Truck Drags #2
- Sun., Nov. 19 CRC Gran Prix

Truck Drags? Yes, Street Legal 4 WD and 2 WD Track Drags
Coming November 18th!
Classes: Over/Under 3000CC, Modified/Stock

***Soda/Chevrolet Off Road Winter Series

Dec. 1-3, 1995 Watch Us on ESPN 2 in 1996!!

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San Pedro, CA 90731
(310) 548-6874
UPS Daily

TULARE CYCLE PARK

Tulare, CA

Event Calendar

- Sat., November 4 AHRMA Regional TT
- Sun., November 5 AHRMA Regional MX
- Sat., November 18 Open MX Practice
- Sat., December 2 Open MX Practice

SATURDAY PRACTICE 10AM- 3PM

INFO (209) 685-0503

District #37 Referee Mike Martin

(619) 251-3489

Or For Race Info Only (310) 376-1329

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Nov. 12	Jackrabbits	Hare Scrambles
	Location: Lucerne Valley	
	Info: John (714) 894-2355	
Nov. 19	CCMA	Enduro
	Location: Ballinger Canyon	
	Info: (805) 543-2833	
Dec. 3	Prairie Dogs	Gran Prix
	Location: Perris Raceway	
	Info: Doug (714) 898-4599	
Dec. 10	Dirt Diggers	Hare Scrambles
	Location: Red Mountain	
	Info: Tom (909) 883-5259	

Dual Sport Schedule Info (818) 249-2141

Date	Club	Event
Nov. 12	Malcolm Smith Motorsports	Dual Sport
	Start: MSM, Riverside, CA	
	Info: David (909) 687-1300	
Nov. 24/25	LA-Barstow-Vegas	Dual Sport
	Start: Colton, CA	
	Info: (818) 249-2141	
Nov. 26	Tour N Trail: "Gambler"	Dual Sport
	Start: Las Vegas, NV	
	Info: Jim (818) 890-2209	

CRC California Race Schedule

Date	Club	Event
Sun., Nov. 5	100% PRO PAYBACK CRC MX - Sponsorship Series	Edwards A.F.B.
	(200% Pro Payback)	
Sun., Nov. 12	CRC MX	L.A.C.R.
Sun., Nov. 19	CRC GP - Sponsorship Series	G

GARY #1 BAILEY

VIDEO'S / MX SCHOOL

CHRISTMAS SPECIAL

1. BUY ANY 3 VIDEOS, GET 4TH VIDEO FREE
2. BUY ANY 2 VIDEOS, PURCHASE A 3RD VIDEO OF YOUR CHOICE AT 1/2 PRICE (PLUS SHIPPING AND HANDLING)

- #1 Rider Technique @ \$49.95
- #2 How to Ride/Win Supercross @ \$49.95
- #3 Trail Riding Tips @ \$49.95
- NEW**
- #4 Cornering II. What It Takes To Win @ \$49.95
- #5 The Art of Jumping @ \$49.95
- #6 The New Rider Technique @ \$49.95
- #7 The Desire To Win (with audio cassette) @ \$49.95
- #8 Bike Set-up, Maintenance and Suspension @ \$39.95
- #9 How to Flo Like A Pro @ \$49.95
- #10 The Winning Edge @ \$49.95
- #11 Holedshot @ \$16.95

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Send your loved one to our MX School for Christmas
Class date - December 13-15
Location - Pepsi/Air Dania Motocross Park
Ft. Lauderdale (Dania), Florida

- #12 Suspension Tuning & Race Prep @ \$24.95
- #13 Air Mania @ \$24.95
- NEW**
- #14 Mini Pros @ \$39.95
- #15 Bailey Lever Pivot @ \$49.95
- #16 Jeff Stanton - "Back to Back" @ \$19.95
- #17 David Bailey-When The Going Gets Tough @ \$19.95
- OTHER ITEMS AVAILABLE**
- MX School T-Shirts S-M-L @ \$20.00
- Krinkel Regulars @ \$15.00
- MX School Stickers .50/each 12/\$5.00
- MX School Hats @ \$10.00
- Bailey Lever Pivot @ \$49.95

Place any video order between now & Christmas day & you will automatically become eligible for our customer appreciation drawing. Drawing to be held January 1, 1996. (Winners will be notified by telephone.)

GRAND PRIZE: One FREE group class to be held in Axton, Virginia in 1996
SECOND PRIZE: FREE video of your choice

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AMA Dual Sport Trail Ride Series

11/24-25 LA-Las Vegas

AMA/District 37 Dual Sport Ride Series

11/12 Riverside, CA
11/24-25 "LA-Barstow-Las Vegas
11/26 Las Vegas, NV
12/10 Newhall, CA
1/13-14 Ridgecrest, CA
1/27-28 Palm Springs, CA
2/17-18 Las Vegas, NV
*National Trail Ride Series event
Info 818/249-2141

AMP/Fox Racing/Clawson Motorsports Fall MX Series

11/5 Livermore, CA
11/19 Turlock, CA
Info 209/667-7109, 408/238-8208

Georgia Fall MX Series

11/5 Roberta, GA
11/12 Macon, GA
11/26 Macon, GA
Info 912/788-0413

GFI Fall MX Series

South Region
11/5 Perris, CA
Info 909/684-6996

CMC Trans-Cal National MX Series

Showdown
11/11 Gorman, CA
11/12 Gorman, CA
Info 619/246-7262

CMC Copper State MX Classic Series

11/24-25 Glendale, AZ
Info 602/849-1572

NOVEMBER						
S	M	T	W	T	F	S
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26	27	28	29	30		

DECEMBER						
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

* DENOTES PRO PAYBACK

Fri, Nov 3

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Nov 3-5

* NEW YORK ARENACROSS - AMA/Mike Kidd Promotions, National Series, Knickerbocker Arena, Albany. Info: 817/626-7297.

Nov 4-5

CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Generic Racing, Golden State Championship Series warmup, Glenn Co. Fairgrounds/Commercial Exhibits Building, Orland. Info: 916/873-0834.

GEORGIA MOTOCROSS - AMA/Road Atlanta, Road Atlanta MX, Braselton. Info: 404/967-6143.

KANSAS TRIALS - United States Central Regional Trials Championship, Flint Hills Two Day, Wichita. Info: 316/746-3216.

NEVADA MOTOCROSS - Northern Nevada Cycle Assn. Inc./Terry & Linda Summers, Gold Rush Moto Park, Carlin. Info: 702/754-6248.

Sat, Nov 4

* CALIFORNIA MOTOCROSS - Rojo Productions, CANCELLED, Racing Series, S. West Supercross Park,

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA ENDURO - Hayward Motorcycle Club/Dist. 36, Mendocino National Forest, Upper Lake. Info: 510/828-7518 or 510/471-0907.

CALIFORNIA MOTOCROSS - Racing Enterprises, Autumn Championship - Rnd 4, no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

* FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 1, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

* IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

* MEXICO GRAN PRIX - Baja Promotions/BP Racing, The Baja Malibu G.P. II, Rosarito Beach, Baja California. Info: 818/992-6355 or 818/340-5750.

Sun, Nov 5

* ARIZONA OFF ROAD - Whiplash Motorsports, Mammoth Gran Prix, Mammoth. Info: 602/971-3730.

ARKANSAS HARE SCRAMBLES - Championship Series, Bee Branch. Info: 501/890-6346.

* CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

* CALIFORNIA MOTOCROSS - GFI Racing, Fall Series - Final Rnd, Perris Raceway, Perris. Info: 909/684-6996.

* CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Edwards AFB, Edwards. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - AMP/Fox Racing/Clawson Motorsports, 1st Annual Octoberfest Fall Series - Rnd 4, Club Moto, Livermore. Info: 408/238-8208, 209/667-7109.

CALIFORNIA HARE SCRAMBLE - AMA/Dist. 36/Dirt Diggers North M.C. Inc., 24th Annual Lilliputian Hare Scramble, Prairie City S.V.R.A., Sacramento. Info: 800/HANGTOWN.

CALIFORNIA MARATHON - 2-man, 2-hour marathon challenge, San Jose Speedway, San Jose. Info: 408/295-6906.

CONNECTICUT ENDURO - NETRA, Championship Series, Black & Blue, Stafford. Info: 203/875-5757.

* GEORGIA SHORT TRACK - AMA/Weaver Mechanicals, Georgia Karting Complex, Carnesville. Info: 404/962-7888.

* GEORGIA MOTOCROSS - Dixie M/C Sports, Georgia Fall Series, Hillbilly Hills, Roberta. Info: 912/788-0413.

ILLINOIS SHOW - J&P Promotions, Motorcycle Parts Extravaganza, International Amphitheatre, Chicago. Info: 312/462-6011.

IOWA OBSERVED TRIALS - AITRA, Newton. Info: 319/277-6179.

* KANSAS HARE SCRAMBLES - K.O.R.R. Championships, 2-man 3-hour, Rockin Bar Ranch, Newton. Info: 316/636-5113.

* KENTUCKY HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Greenville. Info: 615/859-0873.

* LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

* MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

* MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

* NEBRASKA MOTOCROSS - Outlaw MX Series, White Sands Raceway, Ashland. Info: 913/456-2516.

NEVADA HARE SCRAMBLE - S.N.A.R.E., Henderson. Info: 702/452-8157.

NEW YORK MOTOCROSS - Island Motocross of New York Inc./Joe Merrill, Suffolk Meadows Race track, Yaphank. Info: 516/924-2399.

* NORTH CAROLINA MOTOCROSS - N.A.M.E., Fall Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

* NORTH CAROLINA MOTOCROSS - Dirt World Promotion/American Moto-x Circuit, 2nd Annual Dirt World Challenge, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

* OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

PENNSYLVANIA HARE SCRAMBLE - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

* TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TENNESSEE MOTOCROSS - KTMX, T-N-T MX Park, Milan. Info: 901/987-3029.

TENNESSEE TRAIL RIDE - Toys for Tots Trail Ride, Jalisco Creek ORV Park, Oneida. Info: 615/938-2980.

TEXAS VINTAGE MOTOCROSS - AHRA/Progressive Suspension, Fall Classis, Lake Whitney Cycle Ranch, Whitney. Info: 713/497-3366.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/High Plains Division, Cotton Bowl, Memphis. Info: 800/55-TSCEC.

* TEXAS MOTOCROSS - First Ever Texas Series, Mills Road Motocross Park, Houston. Info: 713/894-0364.

WASHINGTON HARE SCRAMBLES - AMA/Team Crutch, National Championship Series, Kent. Info: 206/794-4358.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

WASHINGTON HARE SCRAMBLES - AMA/Team Crutch, National Hare Scrambles "Nasty Wench", Seattle International Raceway, Kent. Info: 206/861-5410.

Wed, Nov 8

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 9-12

FLORIDA DRAG RACE - AMA/Prostar Motorcycle Drag Racing, World Finals, Gainesville Raceway, Gainesville. Info: 205/852-1101.

Fri, Nov 10

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Nov 11-12

* FLORIDA MOTOCROSS - South Eastern Regional Championship, Motocross of Marion County, Reddick. Info: 904/591-2050.

Sat, Nov 11

* CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, S- CANCELLED, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA FLAT TRACK - Barona Speedway, Ramona. Info: 619/464-1104.

* CALIFORNIA ICE SPEEDWAY - ICE/WSRA, Golden State Fall Classic, Arco Arena, Sacramento. Info: 970/262-9067.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal Nationals, Quail Valley SVRA, Gorman. Info: 714/367-1141.

CALIFORNIA ENDURO - AMA/D-36/Training Wheels Enduro/California Enduro Riders Assn., Family Enduro, Tahoe National Forest, Foresthill. Info: 415/726-5955.

CALIFORNIA MOTOCROSS - Racing Enterprises, Autumn Championship - Rnd 4, no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 2, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

* IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

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STARWEST SUPERCROSS PARK

TUESDAY 4:30PM-9:30PM
THURSDAY 4:30PM-9:30PM

Located 3 Miles East Of I-215 On Ramona Expwy At The Lake Perris Fairgrounds

For More Info
(909) 943-4535 or (909) 657-8845

Sandhill Motorsports Park
Chesterfield, South Carolina

SUNDAY, NOVEMBER 12
Come Ride in the Sand and Get Ready for Winter Series!!!

Gates Open 7:00a.m.
Race Starts 10:00a.m.
Info (803) 623-2036

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Texas Regional Championships
December 2-3, 1995
Lake Whitney Cycle Ranch
Call: 817-694-2901

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- Park visitor center with exhibits and replacement parts sales.
- Park facilities available for organized events and promoters.

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Sediment erosion control project is under construction; call ahead to check on temporary trail closures.

Want Ad information - (310) 427-7433

WARRIOR

(206) 541-0860 • (408) 238-8208

Sun, Nov 12

ARIZONA TRIALS - AMA/Central Arizonas Trials Inc., Florence. Info: 602) 582-2294.

• CALIFORNIA MOTOCROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - CMA, Fall Series, Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA GRAN PRIX - Sandhill Ranch/San Jose Yamaha, marathon, Sandhill Ranch, Brentwood. Info: 510/634-3328.

• CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal Nationals, Quail Valley SVRA, Gorman. Info: 714/367-1141.

CALIFORNIA DUAL SPORT - AMA/D-37/Malcolm Smith Motorsports, Riverside. Info: 909/687-1300.

CONNECTICUT HARE SCRAMBLES - NETRA, Championship Series, Windswept Acres, Barkhamsted. Info: 203/875-5757.

• GEORGIA MOTOCROSS - Paradise Off Road Club, Paradise MX, Macon. Info: 912/745-3946.

• FLORIDA MOTOCROSS - Silver Cup Classic - Rnd 6, Wausau MX Park, Wausau. Info: 904/638-1012.

INDIANA HARE SCRAMBLES - AMA/Dist 15/Stoney Lonesome M/C, team race, Columbus. Info: 8112/342-4411.

• KANSAS HARE SCRAMBLES - K.O.R.R. Championships, 1-man 2-hour, Silver City, Sterling. Info: 316/636-5113.

• KANSAS HARE SCRAMBLES - AMA, Kansas State Forward Motion Hare Scrambles Championship, Santa Fe Trail Cycle Park, Carbondale. Info: 913/836-9171.

KENTUCKY HARE SCRAMBLE - Eagle Creek Park, Owenton. Info: 606/472-3442.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

NEVADA HARE & HOUND - Dist. 36/Desert Riders Inc., Fallon. Info: 702/867-4514.

• NORTH CAROLINA MOTOCROSS - AMA/ECMC, Va. State Championship Series, Elizabeth City Moto-x Track, Elizabeth City. Info: 804/548-1052.

OHIO HARE SCRAMBLE - Sunset Ramblers, Galion. Info: 419/562-6931.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• OKLAHOMA MOTOCROSS - Walnut Creek Motocross Park, Kodak Photographic Prod. Day, Welch. Info: 918/233-7003.

OKLAHOMA CROSS COUNTRY - OCCRA, Hallett. Info: 405/672-1423.

PENNSYLVANIA HARE SCRAMBLE - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

• PENNSYLVANIA MOTOCROSS - AMA/Dist 5/Pleasure Valley Raceway, Armaugh. Info: 814/536-4739.

TEXAS CROSS COUNTRY - BROS/Quitman Speedway, vintage only, Quitman Speedway, Quitman. Info: 817/484-1321 or 903/967-2325.

WISCONSIN SHOW - J&P Promotions, 11th Annual M/C Parts Extravaganza, Wisconsin State Fair Park, Trademart Exhibit Hall, Milwaukee. Info: 319/462-6011.

Wed, Nov 15

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 17-19

• IOWA ARENACROSS - AMA/Mike Kidd Promotions, National Series, Veterans Memorial Auditorium, Des Moines. Info: 817/626-7297.

• NEVADA MOTOCROSS - On Trac Events, 5th Annual Arenocross '95, Pros - 17th & 18th, Amateurs - 19th, Reno Livestock Event Center, Reno. Info: 702/267-4392.

Nov 18-19

• CALIFORNIA ROAD RACE - Willow

Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

OHIO TEAM HARE SCRAMBLE - AMA/Action Sports Promotions Inc., mini - Sat/bikes - Sun, Athens. Info: 614/594-6686.

TEXAS TRIALS - United States Central Regional Trials Championship, TOTTA Cup, Pampa. Info: 806/665-4012.

Sat, Nov 18

CALIFORNIA MOTOCROSS - Racing Enterprises, Autumn Championship - Rnd 4, no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 3, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Sun, Nov 19

CALIFORNIA OFF ROAD - San Diego County Sports Committee, Inc/D-38/FRT/Bonehead, The Cycle Parts West Notorious Dawg 3-hour team race, Yuha Desert BLM open area, El Centro. Info: 619/427-5759.

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

• CALIFORNIA GRAND PRIX - CRC, Sponsorship Series/Wild Turkey G.P., Glen Helen Raceway, San Bernardino. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - AMP/Fox Racing/Clawson Motorsports, 1st Annual Octoberfest Fall Series - Rnd 5, The Oatfield, Turlock. Info: 408/238-8208, 209/667-7109.

CALIFORNIA HARE SCRAMBLES - AMA/Dist 36/2 + 2 Racing Team, Schaad's Resort, Wilseyville. Info: 510/837-7843.

• CALIFORNIA HILLCLIMB - Skips at Carnegie, Tracy. Info: 510/455-1318.

CALIFORNIA POKER RUN - Santos Workshop/Marine Corps Reserve, 3rd Annual Toys for Tots - poker/toy run, Cooks Corner, El Toro to Bikers Dream, Tustin/Santa Ana. Info: 714/664-6650.

CALIFORNIA MARATHON - 2-man, 2-hour marathon challenge, San Jose Speedway, San Jose. Info: 408/295-6906.

• CALIFORNIA MOTOCROSS - Argyll Park Promotions, no cards required, Dixon. Info: 916/678-3592.

CALIFORNIA ENDURO - AMA/Dist. 36 & 37/Central Coast M/C Assoc., North/South Challenge, Ballinger Canyon, New Cuyama. Info: 805/434-2833 or 543-3487.

• GEORGIA MOTOCROSS - Silver Cup Classic - Rnd 7, Hog Pen Mx, Cairo. Info: 912/377-3109.

• INDIANA HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Lynneville. Info: 615/859-0873.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MINNESOTA SHOW - J&P Promotions, 8th Annual M/C Parts Extravaganza, St. Paul Civic Center, Roy Wilkins Auditorium, St. Paul. Info: 319/462-6011.

NEVADA HARE SCRAMBLE - S.N.A.R.E., Nelson. Info: 702/452-8157.

NEW YORK HARE SCRAMBLES - NETRA, Championship Series, Tri State, Newburgh. Info: 203/875-5757.

NEW YORK MOTOCROSS - Island Motocross of New York Inc./c/o Joe Merrill, Suffolk Meadows Race track, Yaphank. Info: 516/924-2399.

• NORTH CAROLINA MOTOCROSS - N.A.M.E., Fall Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotion/American Moto-x Circuit, 2nd Annual Dirt World Challenge, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

OHIO ENDURO - AMA/Dist 11 & 15/Treaty City Motorcycle Club, Greenville. Info: 513/547-7197.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA MOTOCROSS - AMA/Dist 5/Pleasure Valley Raceway, Armaugh. Info: 814/536-4739.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TEXAS MOTOCROSS - Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/East Texas Division, Red River, Bulcher. Info: 800/55-TSCEC.

• VIRGINIA MOTOCROSS - AMA, VA State Championship Series, Birch Creek Motorsports, Danville. Info: 804/836-3633.

Wed, Nov 22

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 24-25

CALIFORNIA DUAL SPORT - AMA/D-37 Dual Sport, 12th Annual LA to Barstow to Vegas Dual Sport Classic, Colton - Barstow. Info: 818/249-2141.

Nov 25-26

• ARIZONA MOTOCROSS - CMC, Copper State Classic - Final Rnd, Canyon Raceway, Peoria. Info: 602/849-1572.

CALIFORNIA ROAD RACE - First Annual Formula RD "World Finals", Streets of Willow Springs, Rosamond. Info: 602/997-5887 or 909/674-5357.

HAWAII TT SCRAMBLES & MOTOCROSS - Team Hawaii Sports/The Garden Island Motorcycle Club, 2nd Annual Bash by the Beach, Kauai. Info: 808/821-0866.

Sat, Nov 25

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 4, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

NEW YORK MOTOCROSS - Long Island Sports Committee, Bridgehampton Motorsports Park, Bridgehampton. Info: 516/924-2399.

Sun, Nov 26

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 714/957-2985.

• CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MARATHON - Sandhill Ranch/San Jose Yamaha, Turkey race, Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 714/540-1368.

GEORGIA MOTOCROSS - Echeconnee MX Club, Echeconnee MX, Macon. Info: 912/788-8227 or 956-5420.

• KANSAS HARE SCRAMBLES - AMA, Kansas State Forward Motion Hare Scrambles Championship, non-points team 2-man/4-hr, Santa Fe Trail Cycle Park, Carbondale. Info: 913/836-9171.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• SOUTH CAROLINA MOTOCROSS - 2nd Annual Stateline Fall Series - Rnd 4, I-95 Motocross Park, Hardeeville. Info: 803/784-2408.

TEXAS VINTAGE MOTOCROSS - AHRMA/Progressive Suspension, Fall Classis, Swan Cycle Park, Tyler. Info: 713/497-3366.

Wed, Nov 29

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento

Raceway, Sacramento. Info: 916/363-2653.

Dec 1-3

• ILLINOIS ARENACROSS - AMA/Mike Kidd Promotions, National Series, Metro Centre, Rockford. Info: 817/626-7297.

OHIO MOTOCROSS - AMA/Action Sports Promotion Inc., Ohio State Fairgrounds/Coliseum, Columbus. Info: 614/594-6686.

Sat, Dec 2

• ARIZONA OFF ROAD - Whiplash Motorsports, Point to Point 150, Rocky Point. Info: 602/971-3730.

CALIFORNIA MOTOCROSS - Racing Enterprises, no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 5, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Sun, Dec 3

ARIZONA TRIALS - AMA/Central Arizonas Trials Inc., Stanfield. Info: 602) 582-2294.

CALIFORNIA OFF ROAD - San Diego County Sports Committee Inc/D-38/FRT/Volker's German, Rudolph's Revenge Desert Gran Prix, Superstition BLM open area, El Centro. Info: 619/427-5759.

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

• CALIFORNIA SHORT TRACK - CMC, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

• CALIFORNIA GRAN PRIX - GFI Racing, Dirt Diggers Gran Prix, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - CRC, Trophy Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA MARATHON - 2-man, 2-hour marathon challenge, San Jose Speedway, San Jose. Info: 408/295-6906.

• FLORIDA MOTOCROSS - Motocross of Marion County, Reddick. Info: 904/591-2050.

• KENTUCKY HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Fordsville. Info: 615/859-0873.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix Rnd 4, Cantamar Sand Dunes, Rosarito. Info: 011/52-661-22525.

NEW YORK MUD & SNOW SCRAM-

BLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotion/American Moto-x Circuit, 2nd Annual Dirt World Challenge, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, Dec 6

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 9-10

• FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

Sat, Dec 9

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 6, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Sun, Dec 10

• CALIFORNIA MOTOCROSS - CRC, Trophy Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MARATHON GRAND PRIX - Sandhill Ranch/San Jose Yamaha, Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA GRAND PRIX - Racing Enterprises, Christmas G.P., no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA MOTOCROSS - Silver Cup Classic - Rnd 8, Wausau MX Park, Wausau. Info: 904/638-1012.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.

NEVADA HARE SCRAMBLE - S.N.A.R.E., Nelson. Info: 702/452-8157.

NEW YORK MOTOCROSS - Island Motocross of New York Inc./c/o Joe Merrill, Suffolk Meadows Race track, Yaphank. Info: 516/924-2399.

OHIO HARE SCRAMBLE - Sunset Ramblers, Galion. Info: 419/562-6931.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, Dec 13

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 16-17

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs

Int'l Raceway, Rosamond. Info: 805/256-1234.

Sat, Dec 16

CALIFORNIA MOTOCROSS - Racing Enterprises, no membership required, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 7, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Sun, Dec 17

• CALIFORNIA GRAND PRIX - CRC, Trophy Series/Merry Christmas GP, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MARATHON - 2-man, 2-hour marathon challenge, San Jose Speedway, San Jose. Info: 408/295-6906.

• KENTUCKY HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Mannington. Info: 615/859-0873.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• NEW YORK MUD & SNOW SCRAMBLES - Square Deal Riders M.C., Beldon. Info: 607/693-3159.

TEXAS MOTOCROSS - Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

TEXAS CROSS COUNTRY - Quitman Speedway, Quitman. Info: 903/967-2325.

Wed, Dec 20

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Sat, Dec 23

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Wed, Dec 27

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Sat, Dec 30

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ☐ Yes ☐ No

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone Number (with area code): (_____) _____

Your name: _____

WANT ADS

HELP WANTED

Mechanic Wanted

\$40,000 a year. *★ Expert with all Japanese makes. *★ Excellent track record and work history. Contact Mike or Vic (714) 646-2428, fax (714) 645-3251. All inquiries confidential. CA. (221-TFN)

Experienced Technician(s) Wanted

Established South Carolina Kaw/Suz/KTM dealership has immediate positions available. Good working environment and climate. Benefits include paid holidays, vacation, insurance and uniforms. Salary based on experience. Call Joey or Marsha @ Aiken Motorcycle Sales, 2129 Whiskey Rd., Aiken, SC 29803. (803) 649-2872, 9-6 M-F, 9-5 Sat.SC. (341-44)

Service Manager

Experienced service manager wanted for multi-line dealership, including Harley Davidson and Kawasaki. Customer service and organizational skills a must. Relocate to paradise and make your mark. Call Steve (808) 836-1144. HI. (341-44)

Service Advisor

Experienced service advisor needed for established multi-line dealer. Strong product knowledge and customer service skills necessary. Call Brian (808) 833-4507. HI. (341-44)

Service Manager

Looking for experienced service manager for a multi line dealership in Florida. 2 plus years experience with motorcycle, atv and watercraft. Excellent pay plan and great benefits. Please send resume to Div. MM, P.O. Box 498, Long Beach, CA 90801-0498. CA. (242-44)

Mechanics Wanted

3-5 years experience on motorcycle, watercraft. Excellent pay and benefits. Fax resumes (817) 556-2144 or call (817) 558-1175. Cleyburne Yamaha. TX. (342-45)

Service Manager

Want take charge, motivated manager with heavy H.D., minor Honda and multi make experience. Excellent salary and benefit package for right person. Large established accessories/service store is expanding. References required. (805) 255-6522. CA. (242-45)

Technician Wanted

Large established shop looking for experienced H.D. tech. Phd qualified, experience all years H.D. dependable, have own tools. Excellent working conditions, top salary based on experience. Drew, Mike or Jack (805) 255-6522. CA. (242-45)

Parts Counter Man

Yamaha - Dodge - Chevy Napa rural Texas dealer has it all. Only winners need apply. Relocation available. EOE. Doug. (903) 389-5100. TX. (242-45)

HARLEY MECHANIC WANTED! Experienced only! Great opportunity for hard worker. Well established northern California dealership. Benefits! Send resume to: Richard Miller Motorcycles, 1725 Tomlinson Street, Eureka, Calif. 95503 or fax to (707) 442-4944. CA. (343-46)

Parts/Mechanic - Mass.

Busy year round motorcycle, watercraft, snowmobile dealership seeks experienced mechanic and parts person, contact Randy/Gary. (508) 462-7900. MA. (343-45)

Mechanic

Harley-Davidson dealership looking for experienced service mechanic. Must have own tools and knowledge of factory repairs. Apply in person California Harley-Davidson, 1517 Pacific Coast Hwy., Harbor City, CA 90710. Or call Joe at (310) 539-3366. CA. (243-48)

Honda Certified Technician

Fully experienced, compatible, honest, full time, year round, good family dealership. Excellent pay and future. Call Ralph confidentially. (714) 842-5531. CA. (343-44)

Experienced Honda Mechanic

Needed top GoldWing specialist and accessory custom installer. Good personality, excellent pay and future. Orange County. Call confidentially, Ralph (714) 842-5531. CA. (343-46)

VARIOUS POSITIONS available at Rockville Harley-Davidson/Battley Cycles, Gaithersburg, Md. If interested fax resume to (301) 948-7510. MD. (244-47)

Ast. Sales Manager

Ast. sales mgr. or key salesperson for marine & watercraft division. Celebrity boats, Sea-Doo jet-boats, and hundreds of Sea-Doo, Kawasaki and Yamaha PWCs. Responsible for sales, marketing, training, and division profitability. Large, modern dealership on 5 acres. Excellent pay and position with superb long term opportunity. Resume to Cycle Sports, 5103 Portland Rd. NE, Salem, OR., Attn: Scott (503) 390-9000. OR. (244)

Tech. at Foot of Pike's Peak

#1 south/eastern Colorado dealer seeks experienced line technician for multi-line dealership (Honda-Kawasaki-Yamaha). Minimum of 3 years experience. Call Mike or T.C. (719) 475-2437 or fax resume (719) 475-0543. CO. (244-46)

Parts/Retail Sales

At so. Nevada's only Harley-Davidson dealer positions now open for experienced parts tech. and retail clothing sales. Salary depends on experience. Fax resume to (702) 431-8499. NV. (344-46)

Race Mechanic

Experienced watercraft, Sea-Doo mechanic for pro-level race team. Travel required, own tools, computer experience a must. Send resume with salary history to: Westcoast Performance, 3100 E. Coronado, Anaheim, CA 92806, fax # (714) 630-4477. Attn: Race Dept. No phone calls please. CA. (244-47)

Mechanics

Dependable, knowledgeable, great opportunity for growth. McCoy's Harley-Davidson/BMW, Green Bay, WI. (414) 494-5256. WI. (244-TFN)

Salesman & Service Tech.

We just moved into our new 25,000 sq.ft. facility and need another top notch mechanic and sales person. Guaranteed income, insurance, 5 day work week. M/C - W/C experience preferred. Kawasaki of Las Vegas, 3800 N. Rancho Drive, Las Vegas, NV 89130. (702) 656-1955 - Dale. NV. (244-46)

Lead Counter Person - Oregon

Large, dynamic, Kawasaki, Yamaha, Sea-Doo dealership searching for motivated personable self-starter. Looking for career oriented professional to join our staff. Pay commensurate with experience. Cycle Sports of Salem. Dennis (503) 390-9000. OR. (244-45)

Graphic Designer

Thor Motocross is currently seeking an experienced designer with strong design skills in product, print, and packaging design. Applicant must be fluent in Illustrator and Quark. Please send resume to: Thor, Attn: Design Dept., 5520 Wellesley St., #205, La Mesa, CA 91942. CA. (144-45)

Service Tech./Parts Person

Large Southern California multi-line dealership looking for Technician with 2-5 years experience and a Parts person with 1-2 years. Pay commensurate with experience. Contact Steve M-F 9a.m. to 5p.m. (310) 534-2311. CA. (244-45)

Product Research Assistant

Yoshimura R&D of America is now accepting resumes for the position of Product Research Assistant. Prospective candidate should exemplify the following experience or schooling. A.S. degree or equivalent, concept to production skills, AutoCad/CNC, and motorcycle enthusiasm is a must. Fax resume to (909) 591-2198. Attention: Robert. No phone calls please. Yoshimura R&D, 4555 Carter Court, Chino, CA 91710. CA. (244-46)

Working Service Advisor

Experienced service writer, aggressive Orange County, CA. Honda dealer needs customer oriented, honest person to write, schedule and dispatch. Some, light duty mechanical and accessory installation. Call Ralph (714) 842-5531. CA. (344-45)

POSITION WANTED

DOES YOUR BODY RUN as well as your bike? It needs race fuel and maintenance too! Personal training by someone who knows motocross. Call Jim (612) 454-3149. MN. (344)

BUSINESS OPPORTUNITIES

Business For Sale

Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA. (228-TFN)

DEALERSHIPS AVAILABLE: European & Japanese. Liquidation prices! Call Aaron (606) 233-9876. The Milgrom, Inc. Re/Max All Star Realty, Inc. KY. (342-49)

MOTORCYCLE, ATV and watercraft dealership. Prime corner location in Pasadena. Larry Darwin, Bkr. (818) 445-3810. CA. (343-44)

Honda-Polaris

Franchise for sale. Ozark, MO. area. One of nations largest ATV dealer. Call Jeffrey. (314) 781-5620. MO. (344-47)

COLLECTORS

MAICO AND CZ parts inventories wanted. Top prices paid. Northwest Maico and CZ. (503) 389-6112. OR. (340-49/C)

'74 BMW R90S Daytona. Orange, Lester wheels, hard backs. Good condition. \$2,950. (310) 546-7466. CA. (342-22/C)

Wanted 1973-1975 Kawasaki Z1 900

Please call. 1(800) 833-3778. CA. (202-TFN/C)

WANTED 1970 HONDA S.O.H.C. Yoshimura head-er, hand bent style, damaged ok. Peter (916) 546-7661. CA. (343-44/C)

1969 HARLEY ERS nice, 3rd owner, \$4,000. Sprint, dirt tracker, rigid, with modified 1967 SS engine. \$2,000. Make offers or package deal. (216) 263-0574. OH. (343-44/C)

Triumph Cub Collector

Wanted: Racing and original bikes and parts and advertising items. Gary (503) 357-8710. OR. (343-44/C)

3 '72 CZs, '67 Suzuki X-6 \$495

Matching set of CZs 125, 250 + 400. Perfect for collector \$695 each, \$1,795 for all 3. **** Suzuki 250cc X-6 Hustler a steal at \$495. (618) 476-3427. IL. (143-44/C)

'74 Triumph Trident T150V

9k \$3,695. '80 Darmah SD900 blk/gold, 10k \$5,995. '76 Benelli 750SEI 776 miles, \$3,495. '73 Z1 rolling chassis titled \$600. (503) 257-7047, 233-2475. OR. (243-44/C)

1977 Maico AW125 \$2,200/obo

Very rare, radial-fin, rotary-valve, 90% restored, call Eric Gorr for info and photos. (815) 758-7290. Will ship anywhere in the world. IL. (343-44/C)

Bultaco Parts

Books and t-shirts. Lynn Mobley, Mon-Sat (702) 267-2103. NV. (343-50/C)

Crespinel Lithograph Collection

#6 of 25 sets worldwide, signed by race and artist, Lawson, Luchinelli, Mamola, Rainey, Roche, Schwantz, authenticity certificates, \$1,800 negotiable. (410) 539-0790. MD. (143-44/C)

NORTON MANX 1958. 500cc short-stroke. Ex-Hailwood motor rebuilt by Team Obsolete. Newby belt drive. Raced by Don Vesco in early 1980s. Classic 60s legal. Superb original example. \$37,500. (212) 645-2343. (344/C)

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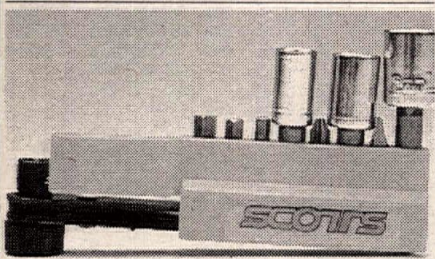
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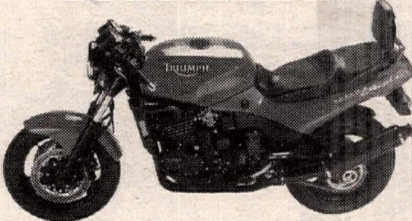
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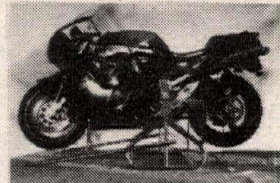
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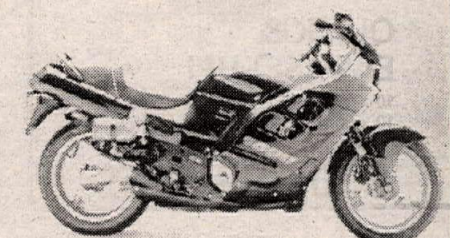
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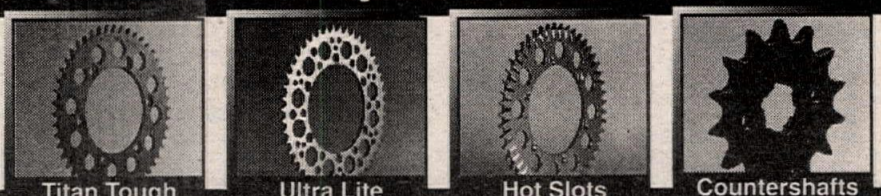
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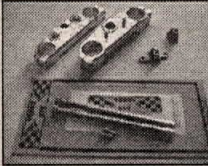
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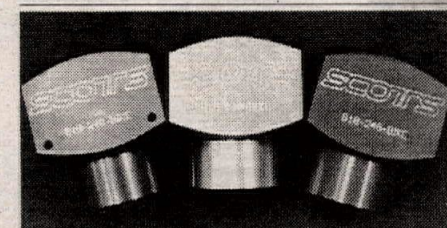
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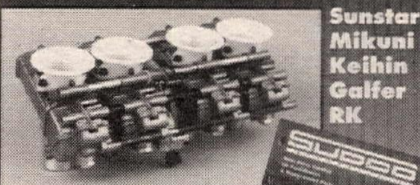
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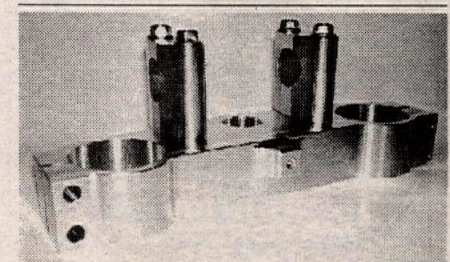
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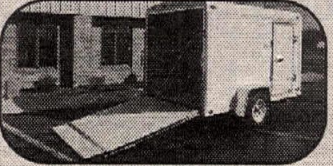
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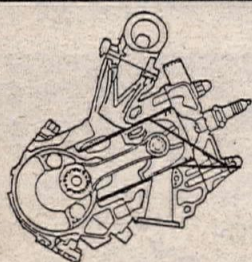


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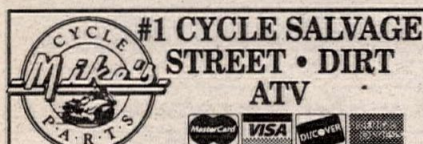
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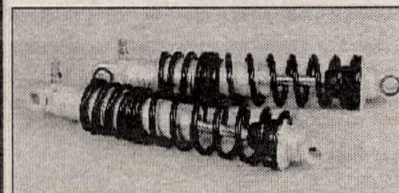
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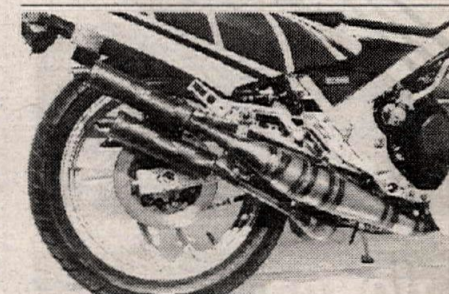
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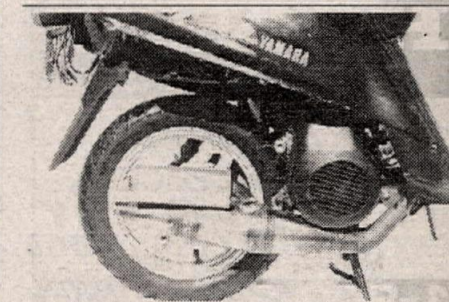
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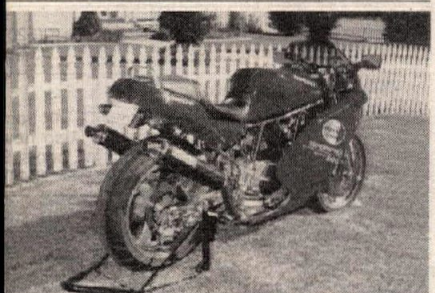
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ROADRACE LEATHERS, brand new, blue/white, '6" 150/160 lbs, 34-42, 2 piece zipper waist, also blue boots. \$250/obo. (334) 264-7470. (344)

Remember the one classmate we all made fun of in school. The one who didn't understand the question, let alone the answer. The one who was always picked on by the teacher. The one who more often than not ended up sitting in a corner with a dunce cap on.

Last week, I was that kid. And my dunce cap was a motocross helmet.

"Paul, there's only two months until the Christmas Grand Prix - it's time to go riding," associate editor Donn Maeda told me last week. "Sneak out of here on Wednesday and we'll go to the motocross track."

"Sounds good, just you and I?" I inquired.

"Well, Gary Bailey's going to be there. But he's just checking the place out for a school he's going to do the next day," Donn lied. "If you want to ask him anything, he's available. Other than that, we'll just be able to ride."

The last thing I wanted to do after not throwing a leg over a motocross bike in the last 10 months was to do so in front of a man known simply as "The Professor."

Teachers teach. And Gary Bailey is a teacher. The chances of him kicking back for the day while a bunch of us "just went riding" right in front of him were slim. I knew this going in. I just wasn't smart enough to stay home.

I knew I was in trouble when Bailey held an impromptu, non-riding session prior to our first laps on the track. No big deal, I thought. He's just showing us how he would do it if we were actually taking a class with him. A little sales pitch, for those who may someday want to take his class. He didn't mean anything by it. Hey, we were just guys getting ready to go out riding.

Bailey eventually finished his session and we went riding. For a lap. During that time I kept seeing Bailey out of the corner of my eye. But I did my best to ignore him. Hey, I was just cruising around, cursing Donn under my breath as I rolled over big jumps that I knew I'd later be expected to jump.

My day of "just going riding" lasted for that one full lap. Then I noticed that Bailey was calling us over to him as he parked next to a set of whoop-de-doo. No problem. He probably wants to say goodbye. Maybe he was heading out for an early lunch...

"You didn't touch your clutch for that entire lap," Bailey growled.

In this case, "you" was me.

"I don't want to see you without a finger on that clutch for the rest of the day," Mr. Professor said.

It suddenly occurred to me that Bailey didn't have plans for an early lunch. In fact, I'm not so sure this guy even eats.

He wasn't going anywhere. There was one definite that came out of that first exchange - we weren't "just going riding."

The clutch thing I could live with. I know that I need to use the clutch more, but I still fight with the notion of using the clutch like a hand exerciser in every corner.

Psychologists often tell us that most of our problems stem from how we were raised; that our problems in adulthood are often just by-products of our childhood. I guess it's no different when you discuss riding a motorcycle. When I first learned how to ride, clutches were actually used for gear shifts - and little else.

Okay, so my finger would never leave the clutch again.

But my problems didn't end there. I was being chastised for nearly everything. It didn't take long for me to realize that I really didn't know how to ride a motorcycle. My legs weren't straight enough. My body was too far back. Apparently, I was a complete mess.

Our teaching session soon moved to a big tabletop jump.

And it didn't take long for me to again take my place in the corner - dunce helmet firmly in place. We did the jump once, we did the jump twice. Bailey told us we were too far back on the motorcycle. He told us our legs weren't straight enough. He wanted our helmets out over the front of the motorcycle. It all made sense when he showed us how it worked. The body needs to be out over the handlebars. We could fix any problem from right there, with just small corrections in body positioning.

We did the jump three times. Everyone else had learned. I guess I hadn't.

"You are having the most trouble doing this correctly," Bailey said at nobody but me.

He was right, again. But I needed a tie-down strap going from my face mask to the crossbar to keep me as forward on the motorcycle as he wanted me to be.

Again, I'm blaming this on my childhood. If I'd ridden my Yamaha Mini Enduro this far forward, I'd have never seen junior high. I know that landing on the front wheel these days is no big deal. In fact, there are many times when you want to land on the front wheel. When I was young, if you landed on the front wheel one thing usually happened. You lost your front teeth. That was back when long travel was the drive between home in San Diego and Disneyland in Los Angeles.

By now it was getting close to lunch time. I figured that the jumping lesson was Bailey's last hurrah for the day. I was going to be off the hook. I could "just go

riding." My red face could return to its normal color, I could begin to relax and try to have some fun.

"Let's go over to those whoops over there," Bailey insisted.

Oh, no. Not the whoops. Please, God, not the whoops. I was a dead man.

The whoops Bailey had in mind were those sicko kind of whoops. Sharp peaks separated by deep canyons. I needed a trials bike. These were the kind of whoops that define the word: As in, "Whoops, I shouldn't have gone through there."

We rode through the whoops once. We rode through the whoops twice.

"You guys park over here," Bailey said to everybody but me. "You go ahead and ride through here while we watch," he said to nobody but me.

I suddenly hated this man. What exactly had I done to him? I'd met him years ago, but I was a kid. I couldn't have pissed him off that badly.

Okay, so there I was, stumbling my way through the whoops. Naturally, I was too far back, and my legs weren't straight enough. I was a mess. Again. The misery lasted for three runs through the nightmare known as whoops, but it could have been 20. The more I rode, the worse I got.

Again, I can blame it on my youth. I'd learned that the fastest way from one corner to the next was to avoid obstacles like these. When we saw bumps in the track, we tried to find away around them. Putting them in the middle of the track with no way around them was nothing less than masochistic.

My horror ended when someone else's began. One of the fast guys in our group crashed while flying through those very same whoops, separating his shoulder and bringing an end to the session.

A sick part of me found some satisfaction in all of this. Despite the fact that I was too far back on the motorcycle, my legs weren't straight enough, and I probably wasn't using the clutch correctly, both of my arms could still be raised above my head when I got back to the truck. And if I had wanted to, I could still drive the truck.

As disgruntled as I was at this point, I did go back out and do a few more laps before heading home. I concentrated as much as I could on what Bailey had taught me. My finger was on the clutch, my legs were semistraight and I was as close to the handlebars as I'll ever get off a jump.

"Dude, at the end of the day you looked pretty good out there," Donn said. Liar.

TEARDOWN

By Paul Carruthers



LOOKING BACK...

5 YEARS AGO...

NOVEMBER 7, 1990

Kawasaki's Jeff Matiasovich raced his way across the cover and to victory in the 500cc Expert Class at the Kawasaki Race of Champions at New Jersey's Raceway Park. John Dowd was the runner-up in the class, as well as the winner in the 250cc Expert competition. Ron Tichenor, second in that class, was the top 125cc Expert... Factory Suzuki rider Randy Hawkins wrapped up his third consecutive National Enduro Championship with a third-overall finish at the final round of the series in Redding, California. Marty Walden, from nearby Woodland, took top honors on the day, edging out fellow Northern Californian Dan Nielsen. CN

15 YEARS AGO...

NOVEMBER 12, 1980

Despite the loss of a rear disc in the final at the second annual running of The Superbikers race at Carlsbad (California) Raceway, Team Honda motocrosser Steve Wise, shown on the cover, led 500cc Motocross World Champion Andre Malherbe across the finish line. Kawasaki-mounted road racer Eddie Lawson was third, while defending Superbikers Champion Kent Howerton finished fourth on an engine-seizure-plagued Suzuki... Scott Head did some trick riding and was treated to the Expert-class win at the fifth annual VOTE Trick or Treat Trial in Littlerock, California.

25 YEARS AGO...

NOVEMBER 17, 1970

NORRA presented the Mexican 1000 off-road race and Mike Patrick and Phil Bowers took their big-bore Yamaha to the motorcycle win. Whitey Martino and Malcolm Smith recovered from their Husqvarna's broken chain to complete the journey from Ensenada to La Paz in second place, eight minutes behind the leaders... The Dirt Diggers' annual two-day motocross extravaganza at Hopetown, California, saw a special exhibition-class race for a \$2500 purse, with Preston Petty taking home the winner's share, edging out Russ Darnell, Billy Clements and Bryar Holcomb...

MotoWorld®



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NOVEMBER 1995 SCHEDULE ON ESPN

Original Show Telecast

Repeat Telecast

EASTERN TIME

Sunday	11/5	1:30-2:00am	& Monday	11/6	5:00-5:30pm
Sunday	11/12	1:30-2:00am	& Monday	11/13	5:00-5:30pm
Sunday	11/19	3:00-3:30am	& Monday	11/20	5:00-5:30pm
Sunday	11/26	3:00-3:30am	& Monday	11/27	5:00-5:30pm

PACIFIC TIME

Saturday	11/4	10:30-11:00pm	& Monday	11/6	2:00-2:30pm
Saturday	11/11	10:30-11:00pm	& Monday	11/13	2:00-2:30pm
Sunday	11/19	12:00-12:30am	& Monday	11/20	2:00-2:30pm
Sunday	11/26	12:00-12:30am	& Monday	11/27	2:00-2:30pm

NOVEMBER 1995 REPEAT SCHEDULE ON ESPN2

EASTERN TIME

PACIFIC TIME

Sunday	11/12	12:30-1:00pm	& Monday	11/20	12:30-1:00am
Sunday	11/26	2:00-2:30pm	& Sunday	12/3	11:00-11:30pm

Racing season is over, but the action on MotoWorld is still red hot! Supercross is packed away until next season, but out comes the Thanksgiving cutlery and Arenacross—to fill even the hungriest of winter appetites. November highlights include the conclusion of the national hare scrambles and cross country championships.

And tune in to watch the ProStar World Drag Racing Finals, your last chance for fun-in-the-sun from Gainesville, Florida.

Hundreds of beautifully polished 1996 Suzuki motorcycles, free food, and a lot of really well dressed Suzuki executives. We probably shouldn't have sent him, but we just couldn't resist—after all, what harm could Jerry cause in Las Vegas?

Banished from Suzuki sponsored events for eternity, the wild one spends a day in the life of a MotoWorld photographer. If you thought Jerry was entertaining, wait 'till you meet Bob "Missing" Lenk!

NOVEMBER 1995 SCHEDULE ON ESPN2

Original Show Telecast

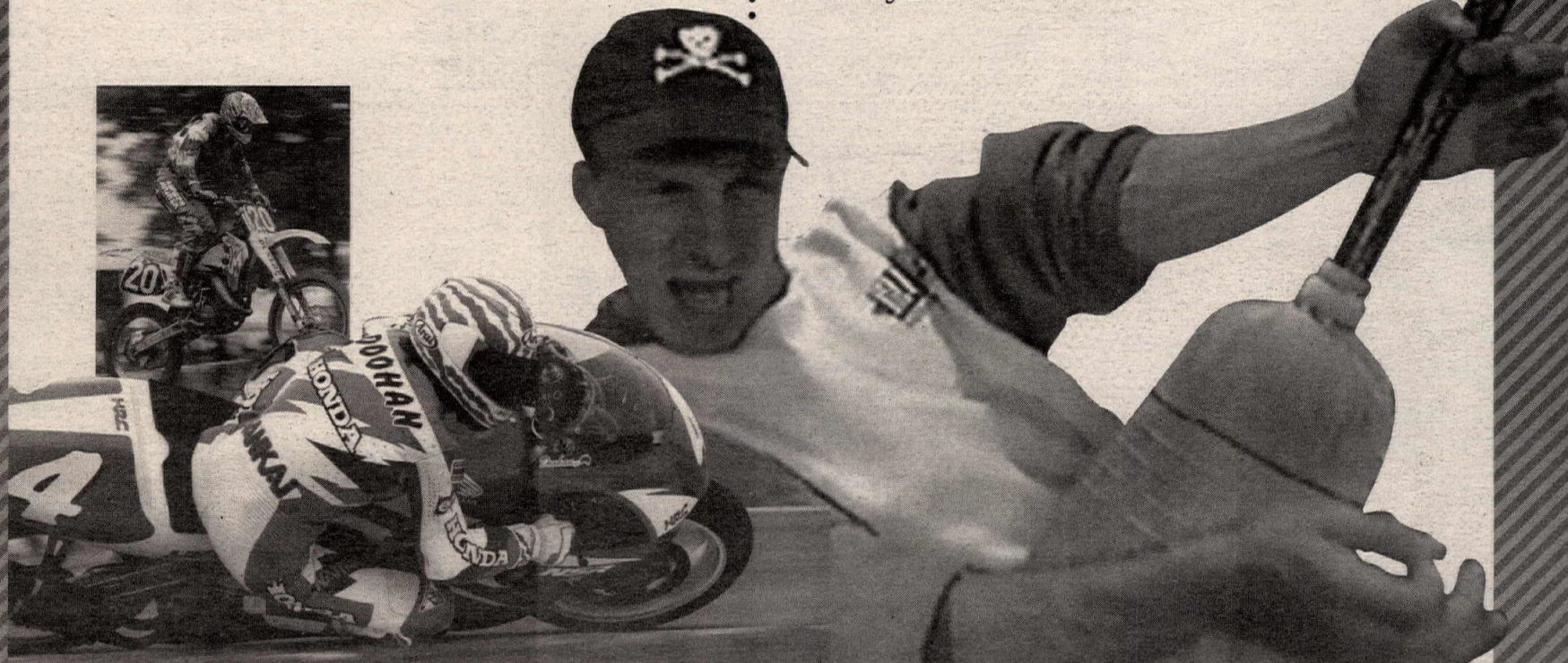
Repeat Telecast

EASTERN TIME

Sunday	11/12	3:30-4:00pm	& Monday	11/20	3:30-4:00am
Sunday	11/26	5:30-6:00pm			

PACIFIC TIME

Saturday	11/4	7:00-7:30pm	& Saturday	11/4	4:00-4:30am
Saturday	11/11	7:00-7:30pm	& Saturday	11/11	4:00-4:30am
Saturday	11/18	7:00-7:30pm	& Saturday	11/18	4:00-4:30am
Saturday	11/25	7:00-7:30pm	& Saturday	11/25	4:00-4:30am



U.S. **Supercross** Series



1995 SCHEDULE ON ESPN2

EASTERN TIME PACIFIC TIME

Coming in December

AMA Motocross Series

1995 SCHEDULE ON ESPN

EASTERN TIME PACIFIC TIME

Coming in December

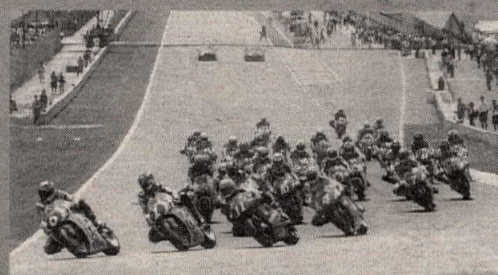
NOVEMBER 1995 SCHEDULE ON ESPN2

EASTERN TIME PACIFIC TIME

Delmont, PA Sun 11/26 11:00-12:00pm & Sun 11/26 8:00-9:00am



World Grand Prix Series



1995 SCHEDULE ON ESPN

EASTERN TIME PACIFIC TIME

Coming in December

NOVEMBER 1995 SCHEDULE ON ESPN2

EASTERN TIME PACIFIC TIME

GP of Brazil	Sun 11/5	10:30-11:30am	& Sun 11/5	7:30-8:30am
World GP	Mon 11/27	10:30-11:30pm	& Mon 11/27	7:30-8:30pm
Season Review				

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